

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7019

號六十月五年元統宣

SATURDAY, JULY 3, 1909.

六拜禮

號三月七英港香

\$35 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....\$14,500,000
Sterling
\$1,500,000 at 2/6.....\$15,000,000
Silver
\$1,500,000 at 1/6.....\$14,500,000

RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
J. W. Bannock, Esq.
M. G. Barrett, Esq.
C. S. Gabbay, Esq.
W. Helms, Esq.
C. R. Leemann, Esq.
R. Shellen, Esq.
H. A. Sieb, Esq.
H. A. W. Suter, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1/2 per Cent. per Annum on the daily balance.

On Fixed Deposits:
For 3 months, 1/2 per Cent. per Annum.
For 6 months, 3/4 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 18th May, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....\$1,000,000
RESERVE FUNDS.....\$1,575,000
RESERVE LIABILITY OF PROPRIETORS.....\$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1/2 per Cent. per Annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per Cent. per Annum.

WM. DICKSON,
Manager.
Hongkong, 5th April, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$1,250,000
ABOUT MEX \$1,252,222
RESERVE FUND.....GOLD \$1,250,000
ABOUT MEX \$1,252,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEBURY HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 1/2 per Cent. per Annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months, 4 per Cent. per Annum.
For 6 months, 3/4 per Cent. per Annum.
For 3 months, 1/2 per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908.

NETERLANDSHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (\$3,750,000).
RESERVE FUND FL 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cherbon, Tagal, Pecalangan, Pascoerossan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 1/2 per Cent. per Annum on the daily balance.

Fixed Deposits 12 months 4 1/2 per Annum.
Do, 6 do, 4 do.
Do, 3 do, 3 1/2 do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 18th July 1908.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, OHIO, TIENTSIN, KANSAI, USAKA, NAGASAKI, NEWCHANG, LONDON, DALNY, PORT ARTHUR, NEW YORK, ANTUNG, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1/2 per Cent. per Annum on the Daily Balances.

On Fixed Deposits:
For 12 months, 4 1/2 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 3 months, 3 1/2 per Cent. per Annum.

TAKKO TAKAMICHI,
Manager.
Hongkong, 1st July, 1909.

HONGKONG SAVINGS BANK.

Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 1/2 PER CENT. per annum.

Depositors may transfer at their option balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 18th January, 1909.

DEUTSCH ASIATISCHER BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. J. von Kottschid & Soehne, Frankfurt a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koeln,
Bayerische Hypotheken und Wechselbank, Muenchen.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907.

Intimations.

THE SAVOY.

The SAVOY beg to inform their customers and residents that they are disposing of their stock at cost price, owing to their removal to new premises.

Monarch Shirts and Gentlemen's Underwear a speciality.

THE SAVOY.
Hongkong, 19th June, 1909.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$8.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1909.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELTA	About 8th July	Freight and Passage.
	Capt. B. W. H. Snow		
LONDON, &c., via usual Ports	ASSAYE	10th July	See Special Advertisement.
	Capt. O. Jones, R.N.R.		
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SIMLA	About 14th July	Freight and Passage.
	Capt. C. D. Goldsmith, R.N.R.		
SHANGHAI, MOJI, KOBE	SVRIA	About 16th July	Freight and Passage.
	Capt. D. C. Gregor, R.N.R.		

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 2nd July, 1909

Intimations.

LANE, CRAWFORD & CO.

TOBACCO & CIGARETTES.

MIXTURES:

Craven. Guards. Garrick.
Ardath. Glasgow. Richmond.

CUT TOBACCO:

Old English Curve Cut.
Capstan Navy Cut.
(Medium and Full).

EGYPTIAN CIGARETTES:

Bouton Rouge. Felucca.

VIRGINIAN CIGARETTES:

Craven. Garrick. Blackcat
State Express. Three Castle (Magnums).

LANE, CRAWFORD & CO.

Champagnes, Marsalas, Sherries, Madeiras, Ports, Burgundies, Claret, Brandy, Hocks and Moselles, Whiskies, Gins, Vermouths, Bitters, Liqueurs, Ales, Beers and Stouts.

Telephone No. 75, CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 3rd June, 1909.

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fixings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 16th July, 1909.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PARK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 16th July, 1909.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloons and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Lian" and "Sui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 4th JULY.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.

Departure from Macao 3 P.M.

Fares: Excursion Rates as usual.
Machado's String Band will play during the Trip.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,

Manager.

Hongkong, 5th February, 1909.

DINE
TO-MORROW NIGHT
AT
KOWLOON HOTEL.

Hongkong, 3rd July, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine, under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BRUMENTHAL,

Manager.

Telephone, 170. Telegrams "Astor."

1909

Mails.

NORDDEUTSCHER LLOYD.

BR

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK" Capt. Randermann	WEDNESDAY, 14th July, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Blosse	About WEDNESDAY, 14th July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leut.	FRIDAY, 16th July, 10 A.M.
KUDAT and SANDAKAN	"BORNHO" Capt. F. Lembill	Beginning of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd July, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
MARSEILLES, VIA PORTS	TOURANE	Lancelin	6th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	CALEDON	Bruno	9th July, P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	19th July, P.M.
MARSEILLES, VIA PORTS	ARMAND BEHIC	Lafont	20th July, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 2nd July, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

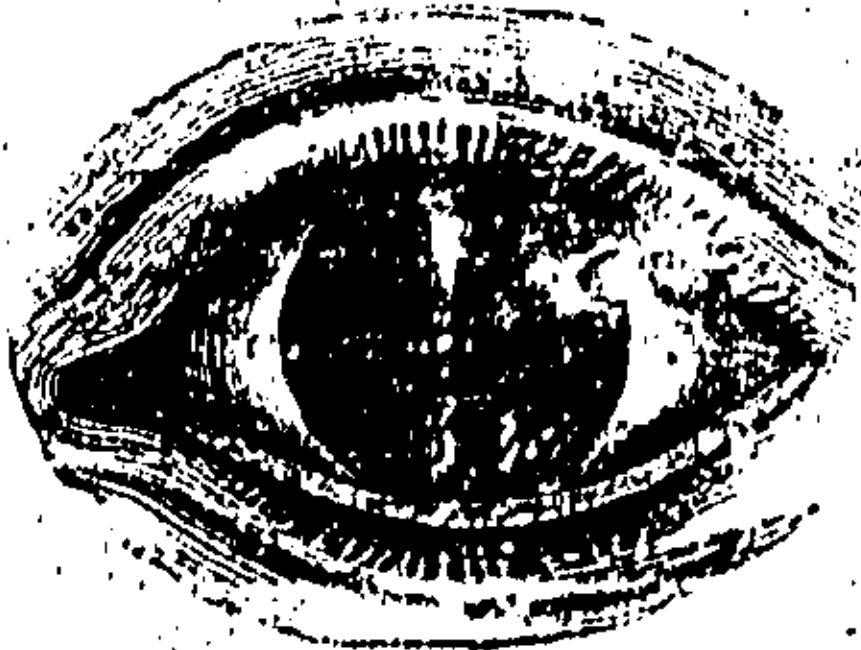
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshau.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshau, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 10, Baitlick Street, 100, Nanking Road.

Hongkong, 9th March 1908

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length.....515 ft.	Docking Length.....375 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Eds.

Liebert, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1909.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 9th March, 1909.

TO LET.

FIRST FLOOR and GODOWN, together or separately, No. 6 Des Vaux Road, Central.

Apply to—

PHIROZ SHA B. PETIT & CO.,

or at the premises.

Hongkong, 19th June, 1909.

TO LET.

NOS. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VAUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VAUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.). Rents low.

Apply to—

THE COMPAGNIE DEPARTEMENT, E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 24th February, 1909.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.

Apply to—

S. D. SETNA,

No. 6, Des Vaux Road.

Hongkong, 21st June, 1909.

FOR SALE.

"ADLER" TYPEWRITERS.

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

33-35, Des Vaux Road, Central, Hongkong.

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Preços modicos.
Dirija-se a

GRACA & CO.,

27, Des Vaux Road.

Hongkong, 8 June de 1909.

Hongkong Opium Farm.

GOVERNMENT INVITES TENDERS.

A THREE YEARS' MONOPOLY OFFERED.

In view of the opium controversy the following notification appearing in the current issue of the Gazette is interesting:—

Notice is hereby given that Sealed Tenders will be received at the Colonial Secretary's Office, Hongkong, till Noon on Tuesday, the 31st day of August, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinance, 1891-1909," that is to say, the sole privilege of preparing Opium and of Selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer.

CONDITIONS OF TENDERING.

1. No tender will be received unless the tenderer produces a receipt from the Treasurer for—

(i.) A deposit of \$30,000, or of Title Deeds, or other approved securities to a like amount, and

(ii.) An agreement, to be executed by him on a form provided by the Treasurer, to the effect that, if he should decline to accept a grant of the Farm on the terms of the tender sent in by him or fail to give the prescribed security for such grant, such deposit or securities shall be forfeited to the Crown.

Such deposit must be completed not later than noon on the 30th day of August, 1909. All deposits will be returned to unsuccessful tenderers.

2. The tender must state the monthly sum offered for the Farm as rent.

3. The Government does not bind itself to accept the highest or any tender.

4. The successful tenderer shall before the 1st day of January, 1910, deposit with the Treasurer approved security, either money or title deeds, to the value of three months' rent of the Farm for the due performance of the conditions on which the privilege is granted and of the stipulations or agreement in respect thereof, and the security previously deposited with the Treasurer on the tender being received will be retained until such successful tenderer shall have deposited such security. Particulars of the Security offered must be submitted to the Treasurer before the 1st day of November, 1909, for the approval of the Government, and the security shall be in such form as the Treasurer may require. Title deeds of land in any British Territory may be submitted for approval.

5. The Governor-in-Council will execute to the accepted tenderer a Grant in the form, or as near thereto as may be, hereinafter set out, as soon as the security has been completed to the satisfaction of the Governor-in-Council; and the Grantee shall sign a counterpart of such Grant.

6. During the continuance of the privileges the successful tenderer shall be entitled to the use of a trade mark to be approved by the Governor-in-Council on all Opium prepared by him.

CONDITIONS OF THE FARM.

Conditions to be fulfilled by the Grantee of the Opium Farm, and the breach of which will involve liability to the forfeiture of the Grant and of the security deposited with the Treasurer.

(1) To pay the monthly fee regularly in advance, from the 1st day of March, 1910, on the first day of each month.

(2) To have no Raw Opium in possession except what is reported through the Imports and Exports Office; and, unless the special permission of the Governor to exceed that amount is obtained, to draw not more than 900 chests of Raw Opium in each completed year of the Farm; if any Prepared Opium is imported into the Colony by the Farmer an equivalent deduction must be made in the number of chests of Raw Opium drawn by him.

(3) Not to part with any Opium in the raw state either by sale or otherwise, but only Prepared Opium fit for smoking.

(4) Not to grant to any person any licence to boil or prepare Opium.

(5) To have one establishment only for boiling; such establishment to be approved by the Governor.

(6) Not to have loose Opium (as defined by the Raw Opium Ordinance, 1887,) elsewhere than in his boiling establishment or any Raw Opium other than that covered by removal permit.

(7) To observe, perform and keep the provisions of the Raw Opium Ordinance, 1887, and of the Prepared Opium Ordinances, 1891-1909.

Intimations.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUIAR STREET, HONGKONG.

Hongkong, 3rd September, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD., have now 40,000 Cubic feet of COLD STORAGE available at RAFFLES FORT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON,

Manager.

Hongkong, 6th January, 1909.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

R. A. HEWETT,

Superintendent.

Hongkong, 30th June, 1909.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th of July, at 9.30 A.M.

All claims must reach us before the 10th of July, 1909, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO

Ex S.S. "Sachsen" from Smyrna via Naples.

"Cato" "Catania via Port Said.

NORDEUTSCHER LLOYD,

MELCHERS & Co.,

General Agents.

Hongkong, 29th June, 1909.

FROM EUROPE.

THE H. A. L. Steamship

"SLAVONIA"

Captain Peter, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 1st July, 1909.

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "OCEANO."

FROM MANILA.

THE above Steamer bringing on the cargo shipped per

Steamship "GYMERIC"

from SEATTLE, TACOMA, VICTORIA, VANCOUVER, YOKOHAMA, KOBE and MOJI, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading by the latter steamer for countersignature and to take immediate delivery of their Goods from alongside the Steamship "Oceano."

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 28th June, 1909.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiores will also be most grateful for any FAYERS, or old ENVELLES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Ever truly, your Obedient Servant.

Intimation.
A. S. WATSON & CO.,
LIMITED,

ESTABLISHED A.D. 1841.
CHEMISTS
BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents
" " Gallon \$1.00

A. S. WATSON & CO.,
LIMITED,
HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.

Hongkong, 17th March, 1909. [28]

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Lane, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any returned M.N., nor to return any Contributions.

The Hongkong Telegraph
HONGKONG, SATURDAY, JULY 3, 1909.

CHINA'S POSTAL SERVICE.

In our last issue much space was devoted to a notice and extracts from the comprehensive report of Mr. T. Pirie, the Postal Secretary, on the working of the Chinese postal system during last year. Our extracts were intended to convey a general knowledge of the extensive development in this special department of the Chinese Imperial Maritime Customs, with special reference to the remarkable progress which Mr. Pirie was able to chronicle in South China. To-day we give prominence to his review of routes and communications. Courier lines have increased during the year from 18,500 to 205,000 *li*, or by nearly 8,000 miles; native boat lines, from 18,500 to 20,500 *li*, nearly 700 miles. Steamer lines cover 8,000 miles, and railway lines, which continue steadily extending, now run over 12,500 *li*, or 5,000 miles. Operations are now carried on over 265,000 *li*, or, roughly, 87,000 miles, the total increase in length during the year amounting to some 9,000 miles. In the Peking district a communication was opened to Lianjiang (Dolord), connecting it with Sianhu; outside the Great Wall the service is successfully maintained by means of mounted couriers, the 500 *li* from Lianjiang to Sianhu being accomplished in 56 hours. Eight new courier lines have been opened in Honan, making connection between the northern and southern sections of the province. The trunk road to the west, from Hoonan to Tungkwang—485 *li*—over difficult and robber-infested country, is now covered by day-and-night couriers in 50 hours. In Shansi 16 new lines have been opened, and three of the existing routes have been converted into fast day-and-night services, the most important of which extends from Peking to Peking, through the centre of the province, to Peking, in the south, where it

connects with Tungkwang, in Shensi: this connection measures no less than 2,550 *li*. The length of lines in the province increased during the year by 2,500 *li*. Shensi keeps up a courier service of over 15,000 *li*; from Sianfu to Tungkwang the run is now performed by day-and-night couriers, a considerable gain in time being the result. In Manchuria over 5,000 *li* have been added to existing lines; of the newly opened services, the most important are Moukden-Tungwa, Niaguta-Hunchun, Shwangchengpu-Petuna, Kirin-Shwangchengpu, Sipingkal-Liaoyanchow, Kaiyuan-Hailongfu, Antung-Tungwa. A special service, running daily, has been inaugurated between Kirin and Kwancheng, accomplishing the 240 *li* in 16 hours; the roads in this part of the district are frequently infested with robbers and bandits, and couriers are armed with rifles and ammunition by the responsible officials. At Tientsin the applicable feature is the opening of a daily, instead of an alternate day, service between Tientsin and Pingchiao, whereby the distance, 302 *li*, is covered in 35 hours instead of three days; in all, 16 new lines have been opened throughout the district. In Shantung several connections have been much accelerated by means of day-and-night couriers: between Chofoo and Laiyang the 265 *li* are now covered in 26 hours instead of 72; between Chofoo and Weihaiwei the 230 *li* are run in 24 hours. In the Kiaochow district the Changlo and Yangkiow services have been similarly quickened, the merchants at the latter place showing their appreciation by posting more letters. Wherever communications are accelerated, there is a swelling in the number of articles dealt with, business people readily giving up the slower *min-chi* couriers; this is particularly demonstrated in the province of Shantung, where but few native agencies are left. There is work to do and ground to gain, however, in other parts: the *min-chi* still possess excellent services in Szechuan, and part of the programme to be carried out in that province is to accelerate times on long-distance routes, fast day-and-night services are being started on the Wansien-Chungking and Wansien-Chengtu lines, and numerous other points are to receive immediate attention. In the Wansien district much extension was given to courier lines, namely, to Tungkiang (500 *li*), Kweichowfu, and Miaoyutsao (50 *li*), in each case hitherto untouched country. In the Shansi district three new services were inaugurated, the most important being to Kingmenchow, in the north, which promises to be a great success. Yenchow effected connection with the Chungking district at Siushan, and with the Canton district at Kuyi, by means of new services, six in all being opened; the distance covered by couriers being increased to 5,000 *li*. Kweichow, at the head of a vast but sparsely populated district, increased its courier connections by no less than 1,400 *li*. Kiukiang pushed forward extension very vigorously, and added 13 new lines, or a total length of 2,000 *li*. Wuhu started three fresh services; Nanking, two; Chinkiang, seven. Two Foochow districts lie in the Min watershed and is separated by high mountains from all neighbouring districts—Sanlou, Amoy, Wenchow, Ningpo, and Kiukiang—so the roads in the interior are mountainous and difficult; yet four new land routes have been opened and the length of communications increased to 5,100 *li*. Two new lines have been opened in Amoy: one to Swatow, with a proportionate increase in distance covered. But it is chiefly in the two southern provinces that extension has been carried out on an extensive scale and with excellent results. In the Canton district proper the length of courier lines has increased from 6,300 to 7,800 *li*, and 27 new lines have been opened. Likewise, in Wuchow (Kwangsi), which is under Canton, the length has increased from 4,000 to 8,000 *li*, and 12 new lines have been started; in addition, a day-and-night service, inaugurated between Wuchow and Kweilin—the provincial capital—the distance of 785 *li* being now covered in 80 hours. Pakhoi and Lungchow have shown activity, the former district having started three new lines, and the latter established connection between Mingningchow and Shangsze via Haiyuan, a distance of 395 *li*. In the Mengzi district courier connections now cover 9,400 *li*; attention was chiefly devoted to the improvement of existing routes, the most important lines thus ameliorated being Yuankiang-Sinching, especially designed to shorten the Yunnanfu-Sinching line, and the Howyentsing-Yunnanfu line, whereby correspondence from the salt wells to Hweili is saved a detour of about 500 *li* via Yunnanfu. In addition to courier lines on land, the postal boat service continues to develop, the total length navigated having increased from 18,500 to 20,500 *li*. The Chungking-Wansien fleet of seven boats is doing well, notwithstanding difficulties and dangers: last summer one of the boats was wrecked off Changshou, all the mails being submerged, but subsequently recovered. The usual time for the upriver trip is just under seven days; five days 18 hours constitutes the record up to date. It is gratifying to note the unanimity with which all classes of the foreign community at Chungking—capitalists of gunboats, missionaries, and merchants—join in appreciating the services of the postal boat couriers, humble but loyal servants of the Post Office, who devote all their time and energy, and, at times, their lives (six lives were lost during the summer season) to the difficult task of piloting their boats through the dangerous gorges and rapids, of the treacherous Yangtze. Wansien, where a District Inspector is stationed midway between Ichang and Chungking, is the point where the two postal boat services from Chungking and Ichang converge: of these two services, the seven boats plying between Wansien and Ichang made 160 trips during the 34th year, covering 326,400 *li*, or roughly, 108,800 miles; while the Wansien-Chungking fleet made 180 trips, covering 360,800 *li*, or 105,600 miles. Yenchow has postal boat services to Changshou (360 *li*) and Changtze (580 *li*), and from Changtze to Chaochuan (1,510 *li*). In all 2,450 *li*. Hankow covers 140 *li*, and has recently opened a service between Tientsin and Wansien.

Kiukiang makes use of a long boat to carry out a night service between Jaochow and Shichensai. Chinkiang employs 57 boats, compared with 53, the average rate being 10 *li* per hour. Soochow runs no less than 42 long boats along a distance of 837 *li*, and Hangchow 44, covering 2,000 *li*. Wenchow, Santung, Foochow, Swatow all employ boats running through the creeks and rivers of their inland districts. A large fleet is maintained by Canton of 77 subsidised native boats, which run over 4,421 *li*, also two special fast boats between Canton and Fatsien and Canton and Chanchuen. Wuchow counts a fleet of 10 boats—1,020 *li*.

LOCAL AND GENERAL.

The grazing of goats and cattle in King's Park is prohibited.

Mr. Scholto Swart has been appointed Vice-Consul for Sweden at Hongkong.

The title of "Inspector of Schools" in the Colony has been abolished and has been replaced by that of "Director of Education."

Mr. F. A. Hazlind has been appointed First Police Magistrate and Mr. J. R. Wood Second Police Magistrate with effect from 21st March last.

Mr. W. S. Bailey has been appointed a surveyor of boilers of unlicensed steamships, under 60 tons burden, during the absence on leave of Mr. E. O. Murphy.

The Governor-in-Council has refused the request contained in the letter of "The China Mutual Life Insurance Company, Limited," dated the 19th ult. for permission to return the deposit of \$300,000 withdrawn by the Company on the 17th December last.

It is notified in the *Gazette* that applications are invited from Europeans for the post of 3rd Interpreter at the Supreme Court. Salary commencing at \$60, but should applicant's qualifications justify it, a salary of \$1,680 may be given. A knowledge of Cantonese is essential, and preference will be given to candidates who have a knowledge of a second Chinese dialect. Applicants must be under 35 years of age. Applications accompanied by testimonials should be sent to the Registrar General before the 31st October, 1909.

The schedule to the Licensing Ordinance, 1887, has been varied by the substitution, in place of the Colonial Secretary and the Registrar General respectively, of the Captain Superintendent of Police as the officer in whose discretion shall lie the granting of auctioneers, public billiard table, skittle-ground, nine-pin, bowling alley licences and of hawkers' licences; and by the substitution, in place of the Registrar General, of the Head of the Sanitary Department as the officer in whose discretion shall lie the granting of Chinese undertaker licences.

Two kidnappers of young children have just been discovered, says the *Japan Advertiser*, in Horjo Ku, Tokio. They have been conducting their operations since the summer of last year and during that time have kidnapped 23 children. It has been their practice to frequent Asakusa and other busy centres of the city and to abduct with enticing promises, children unaccompanied by their parents. The captives have then been sold under a contract to some fishermen in Chiba Prefecture at 7 yen each, and have been employed as assistants in fishing. The kidnappers have finally fallen into the hands of the police and are now undergoing examination. It appears that the fishermen understood the children to be beggars who had been assembled from various parts of the city and had come voluntarily, the 7 yen being paid for the services of the two men who were supposed to assemble and bring them to Chiba. It seems, however, that many of the children belong to good and well-to-do families.

HONGKONG WATER POLO SHIELD COMPETITION.

FIRST ROUND.

The first Water Polo match in the above competition took place yesterday afternoon between two teams representing the Lusitano Recreation Club and the 83rd Co., R.G.A., and resulted in an easy victory for the former team. The soldiers had a much faster team but never seemed inclined to mark their men, hence the score of 11 goals to nil against them.

The teams were as follows:—
L. R. C.—A. J. V. Ribeiro, C. A. C. Rodriguez, J. M. C. Lopes, F. da Costa, C. M. S. A. V. E. M. O. Remedios, and A. Carvalho.
83 Coy., R. G. A.—Bombardiers: Green, Robinson, Gunners: Allen, Ripley, Guest, Baldwin, and Nash.

The B. O. C. and C. V. C. meet next Wednesday to play their first round in the Shield Competition and this should prove an interesting game as the Boys are pretty well up in the game.

SANITARY BOARD.

A meeting of the Sanitary Board will be held on Tuesday next at 3.45 p.m. Following are the orders of the day:—

Letter from Government relative to the appointment of Mr. E. D. C. Wolfe to be Head of the Sanitary Department. Letter from Government relative to the question of opening a cemetery for Buddhists. Correspondence relative to backyards in domestic buildings. Reports of the Medical Officer of Health relative to certain houses; remaining to be dealt with under section 125 of the Public Health and Buildings Ordinance 1903-1908. Correspondence relative to the completion of the latrine at Wong-pei-chung. Correspondence relative to the erection of an iron staircase in the yard of No. 98 Queen's Road Central. Complaint against the Shaukiwan Scavenging and Conservancy Contractor. Application for a laundry licence at No. 450 Queen's Road West.

MACAO'S DELIMITATION.

LETTER FROM SINGAPORE CHINESE.
[From Our Own Correspondent.]

Canton, 2nd July.
On the 1st instant, the Canton Self-Government Society was in receipt of a letter from Chinese residing in the Straits Settlements, in which the Self-Government Society has been asked to take drastic steps with a view to prohibiting the people from visiting the pleasure resorts and gambling saloons in the Porto, use Colony of Macao, and to urge the authorities to enforce regulations forbidding the sale of Macao lottery tickets in Chinese territories. [The lottery issue of the Santa Casa de Misericordia, more generally known as the Macao lottery, has been discontinued, and the monopoly abolished, at any rate, temporarily.—Ed., H.K.T.] It is urged that more members should be sent to the interior to deliver lectures and make speeches to persuade the local gentry to warn their youths against visiting noted establishments in the Portuguese settlement. It is suggested in the letter that a body of detectives should be formed, for the purpose of keeping a strict watch for anyone found visiting the proscribed places. Such persons should be ostracised by his family and his clan, and should further not be allowed the privileges enjoyed by his compatriots. The Self-Government Society also received \$150 which accompanied the above letter towards the funds for the maintenance of the Society.

FAILURE OF CHINESE HONGS.

BANKRUPTCY IN HANGKOW.

Within the past week or so we (*Siam Free Press*) are informed that two more Chinese "chops" closed in the vicinity of Sem pong, and declared themselves in bankruptcy. According to information received from persons concerned one of these establishments is involved in about a debt of Ticals 85,000, whilst the other is credited with something about 50 thousand ticals. Creditors are reported to be mulcted in sums varying in from Ticals 15,000 up to Ticals 15,000 and there is little hope that even a small percentage will be retrieved. This is rather hard on the creditors but it is even feared that the worst is not over, as some other collapses are momentarily expected. Financial crashes of this nature frequently occurring are enough to paralyse trade and honest dealing between man and man, and it is high time that Bangkok importing firms should set about hedging around some defence in their own security. Sampeng creditors, says a correspondent, have been glutted for the past few years with the extent of credit which they could obtain, and as most of them hail from the Celestial Empire they were not slow to realise that a rapid and abundant harvest could be reaped under such favourable circumstances. At the present rate of exchange ten ticals from Bangkok will fetch about \$8 in China, and never has such a more favourable opportunity been offered for the merchant, hailing from the "Flowery Land" to make a big fortune in a comparatively short time. The credit is long and the temptation to profit thereby is too great for the scrupulousness of a heart formed on the nature of that of Ah Sin's.

Wherefore it becomes a peculiarly incumbent duty on all importing firms to unite and make a firm stand for their own mutual interests not to be fleeced or ruined by the wily customer as above described.

Bankruptcy laws as maintained in other countries are absolutely essential to the prosperity of trade and commerce, and these backed up by a Chamber of Commerce would be calculated to do much towards safeguarding the interests of both the Importer and Home Manufacturer.

We shall be glad to express any further opinion about the important subject.

GERMAN FLEET AT SAMOA.

NATIVE CHIEFS DEPARTED.

The steamer *Kalya*, of the Adelaide S.S. Company's line, which was chartered to convey a cargo of coal to Samoa and Fij. for the German squadron, returned to Sydney on 26th May.

The *Kalya* met the German flagship *Leipzig* at Apia, and replenished her bunkers. She also coaled the *Tianhai* and the cruiser *Arcona*. The visit of the German fleet to Samoa occasioned considerable interest. Vice-Admiral Cooper, of the *Leipzig*, and his chief of staff, Captain Nordicker, attended one of the "fonos," held by the Governor, for the Samoans.

The Vice-Admiral took the opportunity to inform the natives of the object of his visit to Samoa. He explained that he was sent to Samoa by His Majesty the Kaiser with powerful ships, to protect the loyal and friendly Samoans, but that he would not hesitate to use arms against those who opposed the orders of the Government with rebellious intent, and had made impudent demands.

"I will energetically support the policy which the Governor, your father, is carrying out in this colony, in accordance with the wishes of His Majesty the Kaiser."

The speech made a marked impression upon the natives.

The chiefs concerned in the recent trouble, and many of their followers, were deported to one of the islands in the Bismarck Archipelago and they left in the flagship *Leipzig*. When the *Kalya* left matters were all quiet. The *Kalya* went on to Fiji from Samoa and she loaded 600 tons of copra at Levuka, for Sydney. The passage from the islands was marked by moderate weather. Middleton shoal was sighted on the passage, and Captain Donaldson reports that the wreck of the barque *Amazons* still remains intact on the reef.

The third meeting of the Hongkong Gymkhana Club was held at the "Race Course," Happy Valley, to-day. Full particulars of the excellent racing provided will appear in our Monday's issue.

CANTON DAY BY DAY.

H.E. CHANG JEN CHUN.
[From Our Own Correspondent.]

Canton, 2nd July.
It is reported that H. E. Viceroy Chang Jen Chun has fixed the 24th day of the moon (the 11th instant) for the handing over charge of the Liang Kwang Viceregal Yamen to the Provincial Treasurer, H. E. Wu Seung Lum. H. E. Chang will then proceed about the end of this month to Nanking to take up his new appointment as Viceroy of the Liang Kwang. H. E. Chang has given instructions to his subordinates to have all the outstanding business in connection with his yamen completed before his departure. H. E. Chang is in receipt of a telegram from the Canton Viceroy designate H. E. Yuan inquiring when H. E. Chang proposes to start from Canton for his new post.

LIKIN COLLECTIONS.
The collection of Likin Dues in Canton during the first ten days of the 5th moon, as reported by the Likin officials to the Viceroy, amounted to 47,686.66 taels.

MARKET-PLACE ATTACKED BY ROBBERS.
On the 28th ultimo, the Lung Tau market-place in the Ying Tak district was attacked by over a hundred robbers, who ransacked thirteen shops and carried away a large quantity of silk piece goods, etc., to the value of over ten thousand dollars.

CHING LING FOO IN CANTON.

Ching Ling Foo, a famous Chinese conjuror, and company, who have returned lately from Australia, arrived here a fortnight ago. He has given remarkable performances in the various theatres in this city, which were thoroughly appreciated by the audience, both Chinese and foreign. Ching Ling Foo is assisted by his daughter who is about fifteen years of age, who sings English songs very well. In appreciation of her talents she has been presented her during her tour in Europe and America. The entire troupe has won great popularity during their stay here, and it is reported that Ching Ling Foo will leave again for Europe in the course of a week.

DISTURBANCE AT SHANGHAI.

SERIOUS FRACAS IN FRENCHTOWN.

Late last night (21st ult.) the French Municipal Police received information that as the result of an affray which had taken place upon the outskirts of the Concession two Chinese had been seriously wounded and were in a dangerous condition. Police officers were at once despatched to the spot where the fracas was reported to have occurred—a small village at the meeting of the French Concession with the West Gate of the City—and there it was discovered that the affair had been in the nature of a fighting among robbers and loafers and had resulted in the manner reported to the police. While the wounded men were being taken to St. Mary's Hospital the police prosecuted the keenest inquiries, and before morning were able to take into custody three of a gang said to number in all about a dozen.

The story of the occurrence is that the band of thieves had retired to this secluded locality with the object of dividing some booty, the amount of which is put at \$18. About half past eleven o'clock a quarrel commenced, as not infrequently happens, over the division of the spoils, and assuming a serious aspect knives were produced. A general fight seems to have ensued in the course of which one of the desperadoes received a dagger wound in the left side of the chest, and a second was felled to the ground with a cut in his forehead. Fearing capture the thieves then decamped, leaving their two wounded comrades to fall into the hands of the police. As has already been stated this was followed soon after by the arrest of three others of the gang, and as the police are on the alert other arrests are expected to follow. The wounds of the two in St. Mary's Hospital though serious are not expected to prove fatal.—*Shanghai Mercury*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 3rd at 12.0 p.m.—The barometer has risen generally, considerably over N. China and slightly elsewhere.

The depression which is now situated near the N. Looboo, appears to be filling up. Pressure is high over Manchuria and the Pacific to the E. of Japan. It is relatively low over S. China and Tongking.

Moderate to fresh S. to E. winds may be expected in the Formosa Channel, and moderate S.W. to S.E. winds along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at a.m. to-day, 0.05 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. to S.E. winds, moderate; fair to showery.

2.—Formosa Channel, S. to E. winds, moderate or fresh.

3.—South coast of China between Hongkong and Lamouks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

SHIPPING AND MAILS.

MAILED DUE.

Indian (*Lahang*) 5th inst.

Australian (*Taiwan*) 14th inst.

The Bank Line s.s. *Kumera* arrived at Manila on 2nd inst.

The s.s. *Radi* left Manila on 3rd inst., and is due here on 5th inst. at 6 p.m.

The s.s. *Yokohama* left Singapore on 3rd inst., and may be expected here on 5th inst., at 4 p.m.

The H. A. L. s.s. *Scandia* left Foochow on 3rd inst., a.m., and may be expected here on 4th inst., at 11 a.m.

The N. Y. K. s.s. *Yokohama* left Manila for this port on 3rd inst., and is expected here on 5th inst., at 6 a.m.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

NANKING VICEROYALTY.

TUAN FANG'S DEPARTURE.

[By courtesy of the "Sheung Po."] Peking, 2nd July.

The acting Viceroy of Nanking, Fang Chang-chun, will take over the seal of office (pending the arrival of Na Tung) on the 8th inst. Viceroy Tuan Fang will leave for Peking on or about the 12th inst.

CHANG-JEN CHUN.

A TAOTFUL VICEROY.

[By courtesy of the "Sheung Po."] Peking, 2nd July.

The Prince Regent yesterday made the remark to the Grand Councilors that H. E. Chang Jen-chun, Viceroy of Canton, is tactful in the matter of handling dissatisfaction tending to lead to abortive risings and has been eminently successful in his intercourse with foreigners.

H. E. Chang's promotion to Nanking is calculated to relieve the Central Government of much anxiety.

TANG SHAO-YI.

ARRIVAL IN PEKING.

[By courtesy of the "Sheung Po."] Peking, 2nd July.

Tang Shao-yi arrived in Peking on the 18th inst. He has brought back with him a number of standard and valuable works on currency and finance.

VICEROY TUAN FANG.

APPLICATION FOR LEAVE.

[By courtesy of the "Sheung Po."] Peking, 2nd July.

Viceroy Tuan Fang has telegraphed to the Grand Council praying for an application, in his behalf, of two months' leave of absence so that he might settle all pending matters at Nanking before starting for his new post.

PROMOTING INDUSTRIES.

NEW OFFICE SUGGESTED.

[By courtesy of the "Sheung Po."] Peking, 2nd July.

At his audience with the Prince Regent, Viceroy Tuan Fang has resolved to ask for the appointment of a Superintendent of Industries whose duties it will be to proceed to the South Sea and stimulate interest in the promotion of Chinese industries.

His Excellency will also suggest that the products of all native enterprises should be admitted into the country duty free.

NIKE FLOAT.

TENDERS INVITED FOR NEW FIRE ENGINE.

According to a notification appearing in the *Gazette*, tenders will be received at the Colonial Secretary's Office until noon of Thursday, the 15th day of July, 1909, for the construction of the hull, propelling machinery and fittings of a floating fire engine, in accordance with plans and specifications which can be seen at the Government Marine Surveyor's Office, Harbour Office. Length over all, 79 feet 6 inches; extreme breadth, 15 feet; depth moulded, 6 feet 6 inches; extreme draft with tanks and bunkers full, 4 feet 9 inches.

The tenderer must specify the time required by him to complete the work and the place at which the vessel will be constructed when submitting his tender. No tender will be considered unless the person tendering produces a deposit receipt from the Treasury (as a pledge of the bond *fidis* of his tender) for the sum of \$500. The successful tenderer will be required to sign a formal contract containing conditions to be prescribed by the Superintendent of the Fire Brigade and also to give security to the satisfaction of His Excellency the Governor in the sum of \$1,000. Full compliance with the latter requirements, the sum deposited with the tenderer will be forfeited.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,

From Quebec.

"MONTEAGLE"

WEDNESDAY, JULY 14TH.

"EMPRESS OF INDIA"

SATURDAY, JULY 24TH.

"EMPRESS OF JAPAN"

SATURDAY, AUG. 14TH.

"EMPRESS OF CHINA"

SATURDAY, SEPT. 4TH.

"EMPRESS OF CHINA" FRIDAY, OCT. 1ST.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). For Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—J. W. HADFIELD, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(Projected Sailings from HONGKONG—SUBJECT TO ALTERATION.)

For Steamship On
SHANGHAI, YATSHING, TUESDAY, 6th July, Noon.
TIENTSIN, WEIHAWEI & CHOW, CHIPSHING, TUESDAY, 6th July, Noon.
SINGAPORE, PENANG & CALUTTA, FOOKSANG, TUESDAY, 6th July, 3 P.M.
Kobe & YOKO IAMA, HINBANG, WEDNESDAY, 7th July, 3 P.M.
MANILA, LUONGSANG, FRIDAY, 9th July, 4 P.M.
MOJI, CHUNSHANG, SUNDAY, 11th July, Daylight.
MANILA, YUENSANG, FRIDAY, 16th July, 4 P.M.
SHANGHAI, YOKOHAMA, Kobe, KUTSANG, FRIDAY, 30th July, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).
The steamers returning via Kobe, Nagasaki and Yokohama leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yantai, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers. Telephone No. 61, Hongkong, 3rd July, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

BATAVIA, SAMARANG & SOERABAYA, "SHANTUNG" 4th July, Daylight.
HOIHOW & HAIPHONG, "SINGAN" 4th " " " "
SHANGHAI, "LINAN" 4th " " " "
SWATOW, TSINGTAU, WEIHAWEI, "HUIKOW" 4th " " " "
CHEFOO & TIENTSIN, "YUENAN" 4th " " " "
AMOY & SHANGHAI, "YUENAN" 4th " " " "
MANILA, "YUENAN" 4th " " " "
SHANGHAI, "YUENAN" 4th " " " "
AMOY, MANILA, CEBU & ILOILO, "YUENAN" 4th " " " "
SHANGHAI, "YUENAN" 4th " " " "
MANILA, "YUENAN" 4th " " " "
MANILA, ZAMBOANGA and USUAL, "YUENAN" 4th " " " "
AUSTRALIAN PORTS, "YUENAN" 4th " " " "

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Cheow, Linan, Chihwan) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 25, Hongkong, 3rd July, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamer between Hongkong and Manila.—Saloon endships—Electric Light—Perfect Cuisine—Surgeon and Stewards on board—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	W. Almond	MANILA	SATURDAY, 10th July, 4 Noon.
LAIRIO	2540	R. Bodger	MANILA	SATURDAY, 17th July, 4 Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS. Hongkong, 3rd July, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU 5,000 tons gross. Sails 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU 5,000 " " " " 26th Oct., 1909, at Noon.
S.S. MANSHU MARU 5,000 " " " " 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

Hongkong, 28th June, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For Steamers Tons Leaves
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO. "FITZPATRICK" 4,416 SATURDAY, 31st July.
HAMA "SEATTLE MARU" 6,178 28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For Steamers Leaves
SWATOW, AMOY & TAMSUI, "DAIGI MARU" SUNDAY, 4th July, at 10 A.M.
SWATOW, AMOY & ANPING, "SOSHU MARU" WEDNESDAY, 7th July, at 10 A.M.
SWATOW, AMOY & TAMSUI, "DAIJIN MARU" SUNDAY, 11th July, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers "CHO HU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 3rd July, 1909.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES. 1909
MARSEILLES, LONDON (BINGO MARU, Capt. A. Christensen, Tons 6500) WEDNESDAY, 7th July, at Daylight.
AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID. KAWACHI MARU, Capt. H. Petersen, Tons 6100 WEDNESDAY, 21st July, at Daylight.
VICTORIA, B.C. & SEATTLE (TANGO MARU, Capt. S. Ishikawa, Tons 8000) TUESDAY, 6th July, at 4 p.m.
Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, KAIKAI, SHIMIDZU AND YOKOHAMA. AKI MARU, Capt. K. Sato, Tons 7000 TUESDAY, 20th July, at 4 p.m.
SYDNEY AND MELBOURNE (KUMANO MARU, Capt. M. Winkler, Tons 6000) FRIDAY, 9th July, at Noon.
Via MANILA, THURSDAY ISLAND, TOWNVILLE AND BRISBANE. YAWATA MARU, Capt. T. Sekine, Tons 3000 FRIDAY, 6th Aug., at Noon.
SHANGHAI, MOJI AND KOBE (THURSDAY MARU, Capt. W. A. Evans, Tons 5000) THURSDAY, 15th July, at Noon.
KOBE AND YOKOHAMA (TAMBA MARU, Capt. C. H. Butler, Tons 6500) FRIDAY, 9th July, at 5 p.m.
NAGASAKI, KOBE and YOKOHAMA. YAWATA MARU, Capt. T. Sekine, Tons 3000 WEDNESDAY, 7th July, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA. ATSUTA MARU, Capt. Wm. Thompson, Tons 9000 FRIDAY, 30th July, at 5 p.m.
BOMBAY, VIA SINGAPORE (YETOROFU MARU, Capt. K. Soyeda, Tons 4500) TUESDAY, 13th July, at Noon.
† Cargo only.
‡ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru (Capt. F. L. Sommer) About Wednesday, 28th July.
Mishima Maru (Capt. A. E. Moses) About Wednesday, 25th August.
Atsuta Maru (Capt. W. Thompson) About Wednesday, 22nd September.
Miyasaki Maru (Capt. W. Bainbridge) About Wednesday, 20th October.
CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.
Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN,
1st Class \$120 \$110 \$100 \$90
2nd " \$80 \$70 \$60 \$50

Option of rail between calling ports in Japan.
For further particulars, apply to T. KURUMOTO, Manager. (412-410) Hongkong, 28th April, 1909.

Shipping—Steamer.

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN,"

aptain Bruno, will be despatched for the above Ports on or about FRIDAY, the 4th instant.

For Freight or Passage, apply to P. DE CHAMPORIN, Agent. Hongkong, 2nd July, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

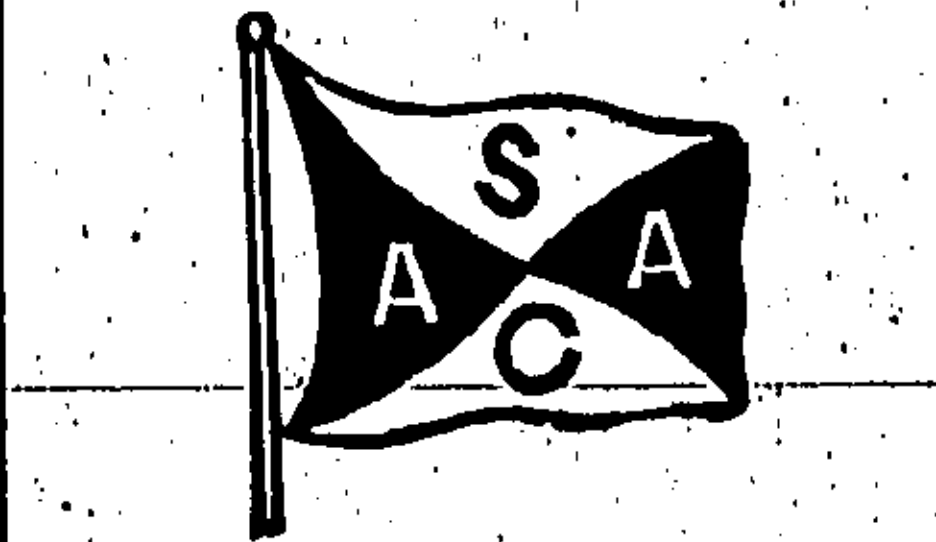
THE Steamship

"CARDIGANSHIRE,"

Captain W. O. Tyers, will be despatched as above on or about 11th July.

For Freight, apply to JARDINE, MATHESON & CO., LD., Agents. Hongkong, 23rd June, 1909.

HONGKONG—BOSTON—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "ST. PATRICK" On 13th July, 1909.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents. Hongkong, 16th June, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA,"

Captain Hayes, will be despatched as above on or about 20th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewards are carried. Fare to London £35.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 23rd June, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to MESSEGERIES MARITIMES, Agents at Hongkong. Hongkong, 28th May, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER, "KWONG SAI" Capt. E. S. OSOWE.

Leave Hongkong for Canton at 9 every evening (Sundays excepted).

Leave Canton for Hongkong at 5.30 every evening (Sundays excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4. Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road West. Hongkong, 26th April, 1909.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"

Captain O. Jones, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 10th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Macedonia," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed from Bombay by the F.M.S. "Egypt," due in London on 22nd August, 1909.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent. Hongkong, 16th June, 1909.

A'ERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on WEDNESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 29th June, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date
"Kamuric" 6,232 J. Mathes 29th July 1909
"Amuric" 4,363 J. Foyd 26th Aug.
"Ivuric" 6,232 S. Shotton 23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Stevedore passengers.

ARCEL EXPRESS TO THE UNITED STATES AND CANADA.

or further information apply to DODWELL & CO., LIMITED, General Agents.

Agents' Buildings, Hongkong, 1st July, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"WELSH PRINCE,"

will be despatched for the above Ports on TUESDAY, the 10th August, 1909.

For Freight and Passage, apply to ARNHOLD, KARBURG & Co., Agents. Hongkong, 30th June, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK:

S.S. "Macedonia," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 29th June, 1909.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$350,000 }	\$2,006,234	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.024 }	5 1/2 %	{ \$1,025 buyers London 96.10 }
National Bank of China, Limited	99,915	£7	£6	{ £4,000 £150,000 }	\$10,223	\$2 (London 3/6) for 1909	...	\$51
MARINE INSURANCES.								
Ganton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$35,757 \$41,990 £135,000 }	none	\$14 for 1907	7 1/2 %	\$105 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 302,747 Tls. 118,777 \$5,000,000 }	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 208 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$199,448 \$105,149 \$681,609 }	\$2,454,911	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908 }	5 1/2 %	\$83 1/2 sellers
Yangtze Insurance Association, Limited	22,000	\$100	\$60	{ \$1,000,000 \$294,475 \$199,164 \$500,000 }	\$7,717	\$12 and bonus \$3 for 1907	7 1/2 %	\$230
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$238,863 \$11,803 \$1,438,173 }	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$11 1/2 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$850	\$50	{ \$1,000,000 \$238,863 \$11,803 \$1,438,173 }	\$308,711	\$27 for 1907	8 %	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$28,438 \$90,000 }	\$1,015	\$1 for 1906	...	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$20,000 \$270,000 }	Nil	2 1/2 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$250,000 \$607,500 \$79,423 \$35,344 \$10,000 \$340,000 }	\$20,279	Final of 1 1/2 making \$2 1/2 for 1908	7 1/2 %	\$33
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £75,000 £75,000 £75,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9.11.16 = \$3.154 }	4 %	\$66
Do. do. (Deferred)	60,000	£5	£5	{ £75,000 £75,000 £75,000 }	£13,755	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	{ Tls. 52 sellers Tls. 53 1/2 buyers 60/- ex div. }
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 75,000 Tls. 75,000 }	Tls. 14,510	{ Final of 2/- for 1908 and interim of 1/- for a/c 1909 }	7 %	{ Tls. 52 sellers Tls. 53 1/2 buyers 60/- ex div. }
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 }	£68,817	\$1.00 for year ending 10.4.1909	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$48,000 \$48,000 \$48,000 }	\$3,121	\$0.50	3 1/2 %	\$15 1/2
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 95,000 Tls. 484,479 Tls. 44,103 Tls. 8,000 Tls. 7,000 }	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$550,000 \$550,000 \$550,000 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$140 sellers
Latou Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$550,000 \$550,000 \$550,000 }	Dr. \$125,833	\$3 for 1897	...	\$15 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 260 sales
MINING.								
Chingee Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £175,000 £175,000 }	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 18 1/2 sellers
Ruby Australian Gold Mining Company, Limited	150,000	£1	£1	{ £175,000 £175,000 £175,000 }	Dr. £2,191	No. 12 of 1/- = 38 cents	...	\$9 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$18,976 \$18,976 \$18,976 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$550,000 \$550,000 \$550,000 }	\$10,102	Final of \$1 1/2 making \$3 1/2 for 1907	...	\$57 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$550,000 \$550,000 \$550,000 }	\$18,078	Final of \$4 making \$8 for 1908	12 1/2 %	\$68 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 13,742	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 1/2 %	Tls. 82
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 69,257 Tls. 50,000 Tls. 115,000 }	Tls. 12,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 163
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 35,000 Tls. 35,000 Tls. 35,000 }	Tls. 4,134	Tls. 6 for year ending 20.2.09	5 1/2 %	Tls. 104 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$30,000 \$30,000 \$30,000 }	Dr. 4,230	\$2 1/2 for year ending 30.6.07	...	\$20
Central Stores, Limited	50,000	\$15	\$15	{ \$15,000 \$15,000 \$15,000 }	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$68 ex n.f. ss.
Hongkong Hotel Company, Limited	19,000	\$25	\$25	{ \$48,975 \$48,975 \$48,975 }	\$895	Final of \$3 making \$6 for 1908	...	\$38 b. new
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	{ \$350,000 \$350,000 \$350,000 }	\$16,475	Final of \$3 1/2 making \$7 for 1908	6 1/2 %	\$92 sa. and b.
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$311,172 \$311,172 \$311,172 }	\$5,486	60 cents for 1908	6 1/2 %	\$30
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none none none }	\$278	\$1 1/2 for 1908	5 %	\$91
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,123,045 Tls. 1,123,045 Tls. 1,123,045 }	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908	6 1/2 %	Tls. 120 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none none none }	\$1,968	Final of \$2 making \$4 for 1908	8 1/2 %	\$464 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 8,880	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 133
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	Tls. 50	Tls. 50	{ Tls. 41,939 Tls. 41,939 Tls. 41,939 }	\$9,553	50 cents for year ending 31.7.08	6 %	\$84 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 Tls. 175,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 88 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none none none }	Tls. 4,820	Tls. 4 for 1908	...	Tls. 109 sellers
Key Choo Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 31,172 Tls. 31,172 Tls. 31,172 }	Tls. 15,911	Tls. 50 for 1906	...	Tls. 375
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	{ £1,500 £1,500 £1,500 }	£648	1/10th per share for 1907 = 1.037	10 %	\$104
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$40,000 \$40,000 \$40,000 }	Nil	\$1.20 or 1908	8 %	\$14 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	{ none none none }	\$51,138	50 cents for year ended 28.2.06	...	\$7 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$3,407	80 cents for 1908	8 1/2 %	\$9.60 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$30,000 \$30,000 \$30,000 }	\$48	\$1.30 for year ending 31.7.08	7 1/2 %	\$164 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$12,000 \$12,000 \$12,000 }	\$3,756	Final of 50 cents making 90 cents for 1908	10 %	\$9 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$5,000 \$5,000 \$5,000 }	\$251	75 cents for 9 months ending 31.12.07	8 %	\$12
Hall & Holt, Limited	21,000	\$20	\$20	{ \$186,000 \$186,000 \$186,000 }	\$8,957	\$2 for year ending 29.2.09	9 1/2 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none none none }	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 \$150,000 \$150,000 }	\$7,616	Final of \$15 per share making \$9 for 1908	12 1/2 %	\$155 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$200,000 \$200,000 \$200,000 }	\$8,790	Final of \$1 per share making \$2 for 1908	8 1/2 %	\$15
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gd. 100	Gd. 100	{ Tls. 547,500 Tls. 547,500 Tls. 547,500 }	Tls. 116,682	2nd Quarterly div. of Tls. 12 1/2 for account 1909	4 %	Tls. 1,085
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$20,000 \$20,000 \$20,000 }	\$2,304	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$134 buyers
Peak Tramways Company (new)	25,000	\$10	\$10	{ none none none }	\$18,640	None	3 %	\$8
Philippine Company, Limited	75,000	\$10	\$10	{ none none none }	Ps. 18,640	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 113 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 6,603	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 166 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,800 Tls. 24,800 Tls. 24,800 }	Tls. 5,250	Final of 3/- making 46/- for 1908	...	Tls. 415 buyers
Shanghai Waterworks Company, Limited	16,110	£20	£20	{ Tls. 220,000 Tls. 220,000 Tls. 220,000 }	Tls. 23,038	None	...	\$24
South China Morning Post, Limited	6,000	\$25	\$25	{ none none none }	Dr. \$56,602	40 cents for year ending 31.5.08	8 %	\$5 buyers
Steam Laundry Company, Limited	30,000	\$5	\$5	{ none none none }	\$36	Tls. 6 1/2 for year ending 30.4.07	9 %	Tls. 94 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 15,295 Tls. 15,295 }	Tls. 201	60 cents for year ending 31.12.07	5 %	\$12 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ Tls. 4,000 Tls. 4,000 Tls. 4,000 }	\$172	80 cents on 9,000-ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$15,000 \$15,000 \$15,000 }	\$1,360	Final of 30 cents for 1908	6 1/2 %	\$8.70
Watson, (A. S.) & Co., Limited	10,000	\$10	\$10	{ \$300,000 \$300,000 \$300,000 }	\$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers
William Powell, Limited	15,000	\$7	\$7	{ none none none }	\$3.95			

*These shares are entitled to half of the profits.....

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DOCKING COMPETITION.

(26th June.)

The recent communication from our Manila correspondent regarding the tenders for the construction of steel lighters and a river steamer for the Philippine Government, will have convinced the most sceptical of the keen competition now existing between the numerous shipbuilding and repairing yards in the leading ports in the Far East. Hongkong alone was represented by no less than four bidders for the Manila contracts, viz., three British firms and a Chinese. While Shanghai, Singapore and Manila were represented by two each, respectively. For some time past docking accommodation in China waters was vied in what amounted to monopolistic corporations, and while it cannot be said that these companies employed their advantageous positions to enforce a tariff of exorbitant charges, their half-yearly balance sheets, showing as they did remunerative profits to the shareholders, tempted firms with illimitable resources at their command to make a bold bid in order to capture a share of the trade once exclusively enjoyed by the pioneer companies who, in the earlier days of their existence, had to struggle against difficulties from which they ultimately emerged with success. So great, however, has been the rush to employ capital in extensive repairing and building yards with their up-to-date plant and machinery that it may fairly be considered that the number of such establishments now existing in the principal ports of China is far in excess of actual and prospective requirements of the shipping which is passing through a period of such severe depression. We have left out of consideration such establishments as the Admiralty Dock in Victoria, the American drydock *Levy* at Cavite, and the German floating dock at Singtau, all of which are maintained for work required by vessels of the respective Governments concerned. As if Far Eastern competition is not in itself sufficiently serious factor to engage the earnest attention of the management of the important industrial institutions we now learn that there is every probability that Vancouver in the near future will be provided with an up-to-date drydock, with accompanying machine shops, etc. The proposal has been in the air for some time past, and is now understood to be taking definite form, as it is stated that negotiations are in progress in Ottawa. The sum which will be expended on the undertaking is \$1,250,000 (Gold). The syndicate which is to undertake work is headed by Mr. Nicol P. Thomson, of Vancouver, and the site which has been selected is the Ross and Howard Ironworks, on Burrard Inlet. Some time ago an option was taken on this land, and the deal will be put through within a short time, as it is proposed to start work on the undertaking this summer. The dimensions of the proposed drydock are not yet known, but it is believed that it will be of a capacity to take in all the merchant vessels which go to British Columbia waters. It is believed that the new dock will be large enough to accommodate the *Empress* liners and if any mishap overtakes them in local waters they will be able to effect repairs at Vancouver. At present, whenever the docking of these vessels becomes necessary, they have to wait until they reach Hongkong. The establishment of this dock at Vancouver will mean a great impetus to the shipping business of that port. It was arranged for over two years ago, when the Dominion Government made an appropriation. The fact that the scheme is now on the eve of consummation is due in large measure to the representations made by a Vancouver delegation which recently visited Ottawa and laid the matter before the Government. Hitherto the C. P. R. Co. has been one of the best constituents of the Hongkong shipyards; their periodical docking for the Board of Trade survey and annual overhaul has been the means of keeping a large number of hands profitably employed over at Kowloon. What the loss of the three liners may mean to the interests affected, it is, of course, impossible to say; but it is sincerely to be trusted that a Company which is capable of serving the C. P. R. so efficiently and economically in the past will have a moral claim upon the directors of the steamship concern for consideration in the future. Apart from the purely moral aspect of the question, viewed from the commercial standpoint it is very doubtful if Vancouver can offer inducements over Hongkong in point of economy in drydocking or repairing the world-renowned boats of the Pacific when occasion arises.

HONGKONG UNIVERSITY SCHEME.

In our issue of the 16th inst., we made reference to the fact that Mr. H. N. Mody had thought fit to extend the period for the collection of subscriptions for an Endowment Fund for the proposed University from the 30th June to the end of the year. At the time we reproduced some interesting comment from the *Birmingham Post* of the 16th May, the gist of which was to the effect that the China Association in London was endeavouring to secure subscriptions for the Hongkong fund. We took the opportunity to remark that it seemed rather strange that the information that Mr. Mody had generously extended the time limit, which

that gentleman's conditional offer was to hold good should have been withheld from the Hongkong public, who have a right to know the progress of the scheme, when the same information was sent to and published in England. We now learn that this step was taken in deference to Mr. Mody's express wish to temporarily withhold the eminently satisfactory news with a view to hurrying the rate at which subscriptions were coming in. It was thought, and rightly so, that in this manner, the ardour which more or less fills those who are desirous of seeing the University established would not be abated, a contingency which would doubtless have arisen had it been an open secret that there were fully six months longer in which to send in subscriptions. This is a point which should be kept in mind by the promoters of the scheme. When the idea of a University for Hongkong, as a central point where students from various parts of the Middle Kingdom could congregate in the general desire for knowledge, was first mooted, the consensus of opinion pointed to the conclusion that the majority of those qualified to speak on the subject with authority were inclined to belittle the feasibility of the project from the difficulty of ensuring the £110,000 within the limited period. The tremendous possibilities for an increased importance which would unquestionably accrue to the advantage of Hongkong were recognised on all sides, but the necessary wherewithal with which to realise this highly desirable scheme was the only and the main difficulty to be encountered. Thanks to whole-hearted co-operation met with on every hand the minimum amount required for a start is now practically assured and it remains to be seen to what further extent assistance will be forthcoming in order to enable more than the originally contemplated two chairs for medicine and applied science to be created. We have good reason to believe that the General Committee have not remained inactive during the interval of silence for the general community is concerned and that before long information may be available for publication which should be of interest to those who are looking forward to the successful accomplishment of the project.

JAPAN'S COMMERCIAL DEVELOPMENT.

(28th June.)

Last year we reviewed at some length the general fiscal and economic condition of Japan as evidenced from the annual report issued by the Department of Finance. That report showed that commercial activity had been retarded by the element of speculation which was entered into by many reputable companies, with the result that there followed a season of depression. From the report on the conditions prevailing during the financial year 1908-9 it is evident that the bubble era has passed and given way to a more stable and satisfactory method of business. The report is quite candid and states that the year started amid general depression due to a variety of circumstances, which are set forth with much perspicacity. Trade with China was at a standstill owing to the depreciation in the price of silver and copper, while the American and European markets were just recovering from the panic which originated in the United States. It is stated that there was a reduction in the sale of goods owing to the dullness in trade, resulting in a gradual accumulation of the stock of raw silk, cotton yarn, textile fabrics and most other goods intended for home consumption or for exportation abroad. We learn from this official publication that cotton mills contracted their operations, textile manufacturers also reduced their output, and there was no trade in which the difficulty of carrying on its work was not felt; and, especially, those enterprises which had been expanded after the war were mostly fallen into a pitiable condition. About March or April, the exports of Japan to South China suffered generally from dullness of trade; and as to home markets, towards the end of the financial year when, from considerations of the national receipts and expenditures, capital is absorbed by the National Treasury, the banks, observing the economic conditions since the beginning of the year, became very cautious and did their utmost to recall their loans. From these circumstances the money market grew very tight and not a few banks were embarrassed by lack of funds. About May and June, although the general situation showed as yet no sign of return to its normal condition, the rate of interest on deposits had previously been raised and, moreover, the money for the redemption of the first series of Exchange Bonds and the interest on the estimated purchase-price of railways were paid out, so that the banks had now some surplus funds in hand; and this fact, together with the trade depression, kept the money market very quiet during the first half of the year. In the second half-year the Government planned and published a scheme for financial readjustment and redemption of the national debt, which produced a good impression both at home and abroad and not only raised the market prices of national loan bonds and all other negotiable papers in Japan, but also brought about a brisk sale of Japanese bonds abroad, and gave an upward tendency to their prices. Matters improved as the year progressed but not sufficiently so to lead to any great advance in commercial dealings. We read that "in the foreign trade market, the depreciation of silver still went on and the trade with China remained inactive; and though our export trade with the United States looked promising from May, this country had not completely recovered from the effects of its trade depression and un-

derwent the excitement of a presidential election, so that the trade remained on the whole inactive to the end of the year." As, thus, our home and foreign trade was depressed throughout the year, the prices which had since the beginning of the year shown a general downward tendency fell suddenly again at the end of the year. And so, while commercial transactions were far from brisk, the banks kept their funds in hand, and, moreover, the National Treasury threw a considerable sum of money upon the market by the redemption of the first series of Exchange Bonds, etc., and as no new ventures were made in the productive industries, generally, the demand for capital was very small and bank deposits increased so that the money market became more inactive than ever. What will strike the observer of affairs Japanese is the acquiescence of the people in the raising of taxes to meet current liabilities. In Britain, because it is proposed to increase the duties on spirits and beer, to raise the income tax and to make the wealthy bear the burden of the poor, there has been an outcry against the Government, but although placed in somewhat similar circumstances the Japanese have made no murmur, but paid the taxes like the good patriots they are known to be. As the report states, with the object of maintaining for the future the balance between the annual revenue and expenditure and strengthening the financial basis, when the Budget for that financial year was made up, plans were on the one hand made for increasing the revenue and on the other all expenditure other than the most urgent were reduced, the already-fixed continuing expenditures were, by altering the annual sums to be disbursed for the purpose, spread over as many years as possible, the issue of public loans was avoided, and the deficit which was unavoidable was met by means of increased taxation, for which purpose the tax on "shūmū" (different kinds of "saké"), was raised by three to ten yen, the sugar excise was also raised by one yen to two yen and a half per hundred kin, a consumption tax of one yen per koku was imposed upon kerosene, and the sale-price of the monopoly tobacco raised by thirty per cent; and further, plans were made for the redemption of the first series of Exchange Bonds which amounted to yen 97,000,000 (£9,935,471). Both the revenue and expenditure of the Budget for the financial year 1908-9, including those of the supplementary Budget, which had been made up on the above-mentioned lines came to yen 619,797,674 (£63,484,346); and if to this is added yen 6,999,748 (£761,045), the amount of the supplementary Budget passed at the twenty-fifth session of the Diet, the total for both the revenue and expenditure comes to yen 626,797,422 (£64,245,391). The returns show that there was an excess in revenue receipts over estimates of some \$45,000,000. With regard to trade generally it is stated that there was a slackening in exports to foreign countries but it is satisfactory to note that the export trade to Great Britain rose to yen 25,521,000 (£2,614,053), an increase of yen 3,078,000 (£315,272) on the preceding year, while the import trade with that country stood at yen 107,795,000 (£11,021,176), which, though it was a decrease of yen 8,451,000 (£865,615) on the preceding year, was the largest volume of import trade with any single country for the year; and the total amount of Japan's export and import trade with Great Britain was equivalent to 16 per cent. of the total foreign trade. The sum of her export trade with Great Britain and that with its colonies and dependencies came up to yen 71,452,000 (£7,318,652), and the sum of Japan's import trade with Great Britain and its colonies and dependencies amounted to yen 236,506,000 (£24,224,726), or 29 per cent. of the total foreign trade; from which fact it may be inferred how intimate are the commercial relations between the two countries. The export trade with the United States amounted to yen 121,997,000 (£12,495,850), which though it shows a decrease of yen 100,000 (£9,320) on the preceding year, was the largest volume of export trade with any single country, and if we add to it the export trade with the Philippines and Hawaii, the total comes up to yen 127,335,000 (£13,063,095); and the imports from the United States amounted to yen 77,537,000 (£7,952,166), which, if the imports from the Philippines and Hawaii are added to them, comes up to yen 79,273,000 (£8,119,738), so that Japan's total trade with these three countries reached in 1908-9 yen 205,808,000 (£21,182,833), or nearly one-fourth of her total foreign trade. Japan's trade with China showed a considerable decrease on that of the preceding year, but in the circumstances that was to be expected. On the whole, the report indicates that Japan is making strenuous efforts to reach that commercial success which she deserves, and everything points to increasing prosperity for the island Kingdom of the Orient.

VICEROY CHANG JEN-CHUN.

(30th June.)

The promotion of His Excellency Chang Jen-chun, Viceroy at Canton, to the Viceroyalty of the Liang Kiang in succession to H.E. Tuan Fang, at the present juncture is a circumstance which will be regretted by those who have followed with intelligent interest His Excellency's short course of administration in the neighbouring province. Following the government of the veteran Chow Fu, who succeeded the energetic and reputable Shum in the Viceroyalty of Canton, Chang Jen-chun within the first weeks of his administration was brought face to face with an international problem which

at one time threatened to be so acute as to very nearly strain the good relations between the two neighbouring friendly Powers of China and Japan. We allude to the *Tatsu Maru* affair, which might well be now relegated to the limbo of the forgotten past but for its connection with the initiation of the "administration" of the subject of our notice. More closely connected with Hongkong, however, His Excellency Chang was brought into prominence soon after his arrival at the Southern Capital by reason of his negotiations with Admiral Sir Arthur Moore for the suppression of piracy in the Canton Delta. How successful those negotiations had been was seen in the arrangement concluded with the then Commander-in-Chief of the British South China Squadron, which provided for a fleet of patrol launches and guard-boats, besides large fast-steaming cruisers for the efficient policing of the waters of the West and Pearl Rivers. Though the exchange of communications between the Government of Hongkong and Canton in the matter of subsidiary coinage has not resulted to the entire satisfaction of British merchants and traders in this Colony, it must be conceded that, yielding to the representations in the interest of the Colonial Government, Viceroy Chang ordered the temporary stoppage in the minting of small coins in conformity with the undertaking made to Sir John Jordan by the Ministry of Foreign Affairs in Peking. It was not until the mercantile class in Canton urged for a greater output of the silver tokens within the province that the provincial mint renewed the normal output of the subsidiary currency, which, unfortunately, continue to find their way in large quantities into this Colony. As manifesting the cordial relations which have subsisted between the two interdependent ports of Canton and Hongkong, the present Viceroy has done more to assist in the building of the Chinese section of the all-important Canton-Kowloon Railway than any of his predecessors. Fully alive to the necessity of rapid communication between the two neighbouring trade centres, and anxious to promote the interests of the inhabitants of the vast territory under his administration, the aged Viceroy took that lively personal interest in the commencement and building of the railroad that has gone far to the early completion of this most important undertaking. The pregnant address which he delivered on the memorable occasion of the laying of the foundation stone of the Canton terminal station in April last shows the true spirit which animates the Viceroy in regard to the progressive notions he holds for the material advancement of his people. Not only does he aspire to their material progress but he is ever watchful of their moral and intellectual well-being. Abundant evidence of this fact is found in the tangible proof he has just recently furnished in the matter of education. So thoroughly sympathetic has His Excellency Chang Jen-chun been towards the Hongkong University project, which is destined to be of such incalculable benefit to the Chinese people, in particular to those of South China, that he has come forward with a promised donation of \$200,000 subscribed by the provincial departments of his Government and is believed to be exerting his influence to secure another like amount from the mass of the people in Kwangtung and Kwangsi. It is to be hoped that His Excellency Chang will translate his practical sympathy towards the University scheme to the new sphere of his activities and thereby secure from the wealthy gentry and populace of the rich province of Szechuan the same measure of support that has been forthcoming from Canton. Another instance of his friendly attitude in his foreign relations may be cited in the assistance which he and his Government tendered to the Italians who suffered by the terrible calamity which reduced Messina to ruins in the earthquake at the beginning of this year. When his own provinces were visited by disaster, such as the catastrophic floods and devastating typhoons of last year, the sympathetic Viceroy showed himself most solicitous of the necessities of the Chinese who were reduced to frightful straits. He did not content himself with receiving reports from his subordinates, but Viceroy Chang made it a point of personally visiting the shocking scenes of distress and alleviating all whom it was within his power to succour. Not only have the inhabitants of Kwangtung evoked his interest and sympathy in their hour of trial and distress but in matters commercial also he has worked indefatigably in their interests. There are evidences that under the wise administration of the retiring Viceroy Canton has progressed both as a commercial and industrial centre.

CRIME IN HONGKONG.

(1st July.)

The report which has been submitted to Government by Mr. F. J. Bodeley, the Captain Superintendent of Police, for last year shows a satisfactory diminution in the number of crimes committed in the Colony, or, more properly speaking, that have been brought to the notice of the zealous officers of his Department. The total number of all cases was 9,568, as against 11,540 in 1907, being a decrease of 1,972 or 17.14 per cent. In the division of these cases into serious and minor offences, there appears a decrease, as compared with the preceding year, of 64 cases, or 1.93 per cent. in the former, and of 1,914 cases or 23.14 per cent. in the latter. The decreases were shown under the heads of unlawful possession, larcenies, felonies, not already given and burglary with 24,101, 16 and 4 cases, respectively; while under murder, robbery, larceny from dwelling and kidnapping, and protection of women and children there are

increases of 1, 19, 56 and 5 cases. Gang robberies show an enormous increase from 6 cases in 1907 to 26 last year. Gambling continues to be rife in the Colony and 132 warrants were executed and convictions obtained as against 147 in the preceding twelvemonth. The estimated value of property stolen during the year was \$199,211, 10 as against \$141,353 98 in 1907. There was a susceptible diminution in the number of search warrants for prepared opium, last year's figure being 1,821 as compared with 1,057 for the year before. As showing the diverse character of police duties it may be mentioned that the department had to deal with no less than over 20,000 applications for various forms of licences, which in detail were as follows:—1,175 for Hongkong Jirikshas; (Reduced by 100 on 1st June, and 75 on 1st December, 1908.) 50 Quarry Bay Jirikshas; 250 Kowloon Jirikshas; 25 private vehicles (16 carriages, 5 motor cars and 4 hearses); 1,118 truck licences; 589 Hongkong chairs; 60 Hill District chairs; 3 gharis, and 17,350 drivers and bearers; they are continually coming and going, hence the large number of the latter. In addition to the foregoing 1,760 dogs were licensed during 1908, 17 watch dogs were licensed free of charge, 114 dogs were destroyed, and 134 stray dogs were impounded and restored to owners or ransomed. The finger impressions system is still pursued by the Police, which accounts for 158 males and one female being identified as having previous convictions against them. This number is 26 less than during the year 1907. As might have been expected the conduct of the police could not fail of commendation at the hands of the head of the department as it has been the subject of favourable comment by the Governor. This is what Mr. Bodeley wrote:—"The conduct of the European contingent (average strength 126) was very good. The total number of reports against them was 37 as against 56 in 1907. There were 6 reports for being drunk or under the influence of drink as against 16 in 1907; 2 for sleeping on duty as against one, 1 for disorderly conduct and 8 for neglect of duty. The conduct of the Indian contingent (average strength 388) was on the whole good. There were 401 reports as against 465 for the preceding year. For drunkenness there were 88 as against 61, for disorderly conduct 30, as against 23, for neglect of duty 33 as against 51, for absence from duty 38 as against 51, for gossiping and idling on duty 77 as against 91, and for sleeping on duty 24 as against 40; 178 men had no report. Fourteen Indian Constables were convicted by the Police Magistrate (10 dismissed from the Force):—1 for obtaining money by false pretences, 1 for allowing a prisoner to escape, 3 for giving false testimony, 2 for disorderly conduct, 5 for assault, 1 for receiving a bribe, and 1 for larceny. The behaviour of the Chinese contingent (average strength 328) was fair. There were altogether 1,044 reports, as against 1,086 in 1907. There were two reports for drunkenness as against 5, 112 for sleeping on duty as against 104, 17 for disorderly conduct as against 21, and 374 for minor offences as against 356. One sergeant interpreter was convicted by the Police Magistrate for larceny and 21 Constables (9 dismissed) for the following offences:—1 for allowing a prisoner to escape, 3 for assault, 2 for robbery, 1 for larceny, 1 for absence from station and duty, and 2 for misconduct. 66 men of this contingent were not reported during the year. The seamen, coastwards, engineers and stokers (average strength 144) had 215 reports as compared with 228 for last year. For drunkenness there was no report (same as last year), 106 for absence from station and late for duty as against 102 in the previous year. Three seamen were convicted by the Police Magistrate, one for assault and two for larceny. 45 had no report recorded against them. His Excellency the Governor was pleased to highly commend the Police for services rendered by them during the typhoon of the 27th July, the boycott riots of the 1st and 2nd November, and on several other occasions during the year. The rewards meted out to the members of the Police do not appear to have been either indiscriminately distributed or too liberally granted, a fact which certainly tends to enhance their value. We learn that one inspector was granted a medal for long and meritorious service, one inspector and one European sergeant were commended by His Excellency the Governor and granted medals for services in the Sha Tin murder case and the robbery at Taitung Bay. One European sergeant was granted a reward for plucky arrest of an armed burglar after receiving severe injuries. One Indian sergeant was granted a reward for zeal and intelligence displayed in a case of larceny. One Chinese sergeant was granted a medal for good work done in connection with an assault case, one Chinese sergeant was granted a reward for zeal and activity shown in recovering stolen property and six Chinese constables were granted rewards for plucky conduct, zeal and activity shown in the discharge of their duties. The report concludes with a reference to the New Territories, on which the District Officer reports as follows:—"Serious crimes are less than ever, and the presence of the Police is now understood and appreciated. The rumour of the removal of Au Tau Station was at once followed by a number of influential petitions for its retention. Mrs. Bay alone has given much trouble, but the enforcement of Section 29 of the Local Communities Ordinance in Phe Chat Island has done much towards bringing this troublesome district into order. This section of the Ordinance was also applied to Sheung Shui, but the

conditions in this case were not so much those of serious crime as of defiance of the Police. The effect of the application has I think been excellent, as showing the villagers that the Government does possess an effective weapon for dealing with conspiracy and passive resistance. The co-operation of the Chinese officials over the border has also been of the greatest value to us; and the feeling that China no longer offers an asylum to the criminal is responsible in no small degree for the orderliness of the Territory.

CHINA'S POSTAL SERVICE.

(2nd July.)

We have received a Yellow Book from the Commissioner of the Chinese Imperial Maritime Customs Office during 1908. The report is the work of Mr. T. Pirry, Postal Secretary, who in the opening paragraph of his valuable review states that the postal service of the year has been a solid and substantial one. In every branch of postal work. The total number of establishments has been raised from 2,893 to 3,493; postal articles—letters, postcards, newspapers, books, and samples—which for 1907 totalled 168 millions, have reached 252 millions, a striking advance, which speaks well of future possibilities. Parcels have increased from 1,920,000 to 2,455,000, the weight in kilos being 7,450,000 against 5,509,000 previously reported; and a corresponding increase in value; this advance is the more notable having regard to the recent rule for the compulsory insurance of parcels of the value of \$30 or over. Chinese letters in clubbed mails have risen from 6 to 8 millions, the number of mails being 415,000, as compared with 341,000, with a gross weight of 83,000 kilos, against 74,000, which shows not only native postal progress but also the expansion of the Imperial Post Office, but that they are taking more advantage of the facilities it affords. Money-order transactions have considerably increased, representing in issued and cashed a total movement of funds of no less than 5 million Haikwan taels, or half a million over the figure for the previous year. Revenue itself shows considerable advance, in better proportion, as development increases from year to year, with the working of the latter, due to the various improvements introduced in general organisation and a general rise of the salaries for the native staff last September. Postal operations were carried on regularly at all points, and but few peculiar difficulties are to be recorded. The report then proceeds to deal in detail with the Northern districts which we may pass over for the present. Dealing with the South, Mr. Pirry writes—South China, consisting of the provinces of Fukien, Kwangtung, Kwangsi, and Yunnan, records an increase of 20,000 establishments, to million articles, and 99,000 parcels, progress being principally attributable to the first two provinces, Fukien, divided into three postal districts—Santao, Foochow, and Amoy—shows a slight advance on the returns of the preceding year, but financial results are not yet up to expectations. Progress is slow among these mountainous districts, with excluding the ports, a population impoverished and illiterate. Money-order business at Foochow increased considerably, while at Amoy \$5 Box Offices were opened, and steady increase was recorded in both mail matter and parcels. Kwangtung, a rich province, maintains exceptional progress. The postal districts within its borders are Swatow, Canton—administered by a Postal Commissioner, with jurisdiction over the sub-districts of Wuchow, Samshui, and Pakhoi—and Kiangchow, on the island of Hainan. At Swatow mail matter increased from 1,600,000 to 4,400,000 parcels, from 10,000 to 17,000. A feature of the year was the opening of the new Circuit Taotai in May, performed by the presence of all the officials, leading residents, and merchants, both Chinese and foreign. The popularity of the service is spreading and great keenness has been manifested on the part of the young natives of the province to be enrolled as Clerks in the Post Office. Canton has done splendidly and keeps its reputation for advancement and progress, both in receipts and in satisfactory work. In the whole district establishments have increased from 407 to 570; mail matter, from 16 to 22 millions; parcels, from 145,000 to 177,000. In the Canton district proper 114 new establishments have been added, mail matter has increased by nearly 6 millions, and parcels by 30,000. In Hwangchow and Shunak sections alone there are now 130 postal establishments functioning. Native letters posted in Canton for Hongkong number 60,000 more than in the preceding year, figures of great satisfaction as heretofore. Chinese correspondence with Hongkong was small. Pakhoi has increased its establishments to 23, and mail matter reaches 430,000 articles. The postal extension necessary in this small sub-district is now practically complete. Kiangchow, on the island of Hainan, appears to have a very limited field, its operations not numbering over 120,000 articles; but the district is now a paying one. In Kwangsi province a policy of vigorous extension has been pursued, 30 new Agencies, and 31 mail matter and parcels have increased. Lungchow, a district poor, desolate, and sparsely populated, has opened six new Agencies, and increased its mail matter from 40,000 to 110,000, a remarkable and creditable progress under the circumstances. Yunnan province has also not been dormant, despite adverse circumstances in the shape of disturbances in Tonkin, the occupation of the so-called Red River, the famine during April and May, and the abnormal rise of the Red River in November, devastating Manhai and Hoku and causing great destruction to the railway between Yau Bay and Laokai. Mail matter in the Mengzi district increased from 85,000 to 1,247,000, and parcels from 9,000 to 25,000. The sending of heavy mail via Hainan instead of via Yochow has been much appreciated by the public, as the above-mentioned figures testify. Both Burma and Tangut, on the borders of Burma, have done as well as can be expected from such remote and inaccessible districts. Concluding the report, Mr. Pirry says—The above review plainly shows that the Imperial Postal Institution is rapidly gaining in importance from year to year; it now enjoys full recognition in the country as the regular and natural channel for the transmission of correspondence of officials, patriots, and students to the world abroad. Competition with native agencies may even be said to have virtually ceased, victory remaining for the national Post Office for its now demonstrated that it will only continue to flourish at places that have not yet been tapped by the Post Office, or in the carriage of bulky wares, etc., which it does not care to compete for. They also recognise the need of the Imperial Postal Service, and are beginning to begin to use the Post Office, using its facilities for the transmission of their parcels, packages, and letters, which have been much appreciated by the public, and in greater proportion than was at first anticipated. The difficulty of the postal service is to cope with the increasing development of the postal service.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

TUNGKUANSAN MINES.

A DEADLOCK.

(By courtesy of the "Sheung Po.")

Peking, 25th June.

Some time ago a certain Minister [Sir John Jordan] asked that the Tungkuanshan mines should be worked jointly [by the British syndicate and Chinese].

Grand Councillor Na Tung called on the Minister and opposed the proposal.

The Minister deferred discussion by stating that it would be necessary for him to consult Sir John Lister Kaye before discussing the question again.

Later.

Sir John Lister Kaye is prepared to surrender the Tungkuanshan concession, but he demands an enormous amount for compensation therefor.

The representatives of the Anhui Province maintain as firm an attitude as ever in this matter.

RAILWAY MATERIALS.

DUTY FREE.

(By courtesy of the "Sheung Po.")

Peking, 25th June.

The Ministry of Posts and Communications has decided that railway materials for all Provinces shall, for a period of three years, be admitted free of duty.

GERMANY IN SHANTUNG.

RAILWAYS AND MINES.

(By courtesy of the "Sheung Po.")

Peking, 25th June.

The German Minister has represented to the Waiwupu that, in building railways within the Shantung Province by China, it was expedient that all funds required should be borrowed from Germany and engineers should be engaged in Germany also, and all mines should be worked by Germans as before.

No reply has been given by the Waiwupu to the Foreign Minister's communication.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

(By courtesy of the "Sheung Po.")

Peking, 25th June.

Chang Chi-tung proposes to treat the proposal to raise loans for the Canton-Hankow Railway as cancelled in view of the fact that so many countries are desirous of participating in the loan. His idea is that the money should be raised by the people among themselves.

DEVELOPMENT OF MANCHURIA.

TLS. 10,000,000 REQUIRED.

(By courtesy of the "Sheung Po.")

Peking, 25th June.

H.E. Sik Liang, Viceroy of Manchuria, has applied for ten million taels for the opening of a Bank and the establishment of industrial enterprises in the Three Eastern Provinces.

The Ministry of Finance has replied that as the amount asked for is a large one, the Ministry must take time to consider the application.

VICEROY OF CHIHLI.

H.E. YOUNG SLIGHTLY BETTER.

(By courtesy of the "Sheung Po.")

Peking, 25th June.

H.E. Young Shih-chang, Viceroy of Chihli, is slightly better but has not yet regained his speech.

The Prince Regent proposes to appoint another official to act for Viceroy Young, but has not quite made up his mind.

SHENSI VICEROYALTY.

SING YAN'S RESIGNATION.

(By courtesy of the "Sheung Po.")

Peking, 27th June.

Upon accepting Sing Yan's resignation as Viceroy of Shensi and Kansu, the Prince Regent offered the appointment to Li Tin-lam, who was until recently acting President of the Ministry of Posts and Communications.

Li declined the Viceroyalty which was then given to Cheung Keng.

VIOLATION OF PRESS LAWS.

DRASTIC PUNISHMENTS.

(By courtesy of the "Sheung Po.")

Peking, 27th June.

In a memorial to the Throne, the Ministry of Justice has pointed out that the editor of the offending vernacular newspaper, Tong Kai-sing, must serve ten years in prison owing to the serious nature of his offence.

MONEY FOR CHINA.

A BRITISH OFFER.

(By courtesy of the "Sheung Po.")

Peking, 27th June.

A representative of British financiers has arrived in China and has offered to the Chinese Government a sum of fifty million [p. dollars] without security but at a special rate of interest. Nothing definite has so far resulted from the offer.

SCRAMBLE FOR LOANS.

AMERICAN INTERESTS.

(By courtesy of the "Sheung Po.")

Peking, 27th June.

American representatives have repeatedly called on Chang Chi-tung urging their desire to participate in China loans.

CAN. N-HANKOW RAILWAY.

JAPANESE SUPPLIES.

(By courtesy of the "Sheung Po.")

Peking, 27th June.

A communication has been received by the Waiwupu from Japan to the effect that certain Japanese financiers have formed a powerful syndicate to supply the Canton-Hankow Railway with materials.

As so many representatives of various Powers have evinced a desire to participate in the loan, Chang Chi-tung is rather perplexed and is at a loss how to act.

THE INFANT EMPEROR.

STUDIES NOT TO BE INTERRUPTED.

(By courtesy of the "Sheung Po.")

Peking, 27th June.

The Grand Councillors have asked that, in view of the excessive heat no lessons should be set for the Infant Emperor.

The Prince Regent would not countenance the suggestion.

VICEROY OF CHIHLI.

IN EXTREMIS.

(By courtesy of the "Sheung Po.")

Peking, 27th June.

Viceroy Yang Shih-chang is not better and is still unable to speak.

MISSIONARIES IN CHINA.

PROPOSED TREATY REVISION.

(By courtesy of the "Sheung Po.")

Peking, 28th June.

The Grand Council has instructed the Waiwupu to revise the Treaty in respect to the preaching of Christianity in China.

The Waiwupu observing difficulties in the way has not yet made any reply.

CHIHLI VICEROYALTY.

TUAN FANG MENTIONED.

(By courtesy of the "Sheung Po.")

Peking, 28th June.

It is proposed by the Grand Council to appoint Viceroy Tuan Fang as Viceroy of Chihli; H.E. Tuan's place being filled by Chih Yeh-an, Viceroy of Szechuan.

TEA.

FREE OF DUTY TO U.S.A.

(By courtesy of the "Sheung Po.")

Peking, 28th June.

H.E. Wu Ting Fang, Chinese Minister to Washington, has reported that the United States Government has revised the Customs regulations so that tea from China may be imported duty free into the United States of America.

VICEROY OF HUKWANG.

GOVERNMENT SOLICITOUS.

(By courtesy of the "Sheung Po.")

Peking, 28th June.

An Imperial decree has been issued inquiring after the state of health of H.E. Chan Kwei-lung, Viceroy of Hukwang.

OBITUARY.

GOVERNOR OF HONAN.

(By courtesy of the "Sheung Po.")

Kaifeng (Honan), 28th June.

H.E. Ng Chung-hi, Governor of Honan, is dead.

PRINCE CHEN.

ARRIVAL IN JAPAN.

(By courtesy of the "Sheung Po.")

Nagasaki, 29th June.

Prince Chen arrived at Nagasaki on the 28th inst. and was accorded a hearty reception by the Japanese.

Prince Chen left on the same day for Tokio.

LATE VICEROY YANG.

BODY ENCOFFINED.

(By courtesy of the "Sheung Po.")

Peking, 29th June.

The remains of Yang Shih-chang, late Viceroy of Chihli, were encoffined on the 28th inst.

Peking is quiet. Grand Councillor Na Tung proposes to receive his instructions and proceed to Tientsin to-day to take up the appointment as acting Viceroy.

VICEROYAL CHANGES.

CHANG JEN-CHUN'S TRANSFER.

(By courtesy of the "Sheung Po.")

Peking, 29th June.

The Grand Councillors at first recommended Chiu Vi-shun as Viceroy of Nanking, but in view of the importance of the Province of Szechuan the Prince Regent assigned the appointment to H.E. Chang Jen-chun, Viceroy of Liang Kwang, with instructions for arrangements to be made so that the reins of administration may be taken over from Viceroy Tuan Fang as soon as possible.

Later. An Imperial decree was issued on the 28th inst. appointing Tuan Fang Viceroy of Chihli; Na Tung to perform the duties of the acting appointment until the arrival of the Viceroy designate.

By the same decree H.E. Chang Jen-chun, Viceroy of Canton, is appointed Viceroy of Nanking, and Yun Shih-fun, acting Viceroy of the Two Kwang.

Shun Po-ki receives appointment as acting Governor of Shantung.

ANOTHER PORT.

A FRENCH APPLICATION.

(By courtesy of the "Sheung Po.")

Peking, 29th June.

Certain French merchants have asked that Ta-chin-lo, in Szechuan province, be opened as a treaty port.

Viceroy Chiu Vi-shun is favourably disposed towards the application.

The Waiwupu has, however, telegraphed to Viceroy Chiu to oppose the application.

CANTON VICEROYALTY.

CHANG JEN-CHUN'S TRANSFER.

(From Our Own Correspondent.)

Shameen, 30th June.

Yuan Shu-shun has been appointed Viceroy of Canton in succession to H.E. Chang Jen-chun transferred to the Liang Kwang via H.E. Tuan Fang.

KANSU.

DROUGHT BROKEN.

(By courtesy of the "Sheung Po.")

Nanchow (Kansu), 30th June.

There was a heavy fall of rain on the 29th inst. to the great joy of officials and people.

[The prolonged drought experienced in the Province had almost reduced the people to the verge of cannibalism, according to native reports.—Ed., H.K.T.]

NA TUNG.

ARRIVAL AT TIENTSIN.

(By courtesy of the "Sheung Po.")

Peking, 30th June.

Na Tung arrived at Tientsin yesterday and is to assume duties as acting Viceroy to-day.

WUHAHAI.

RETROCESSION DESIRED.

(By courtesy of the "Sheung Po.")

Peking, 30th June.

Prince Shu is determined to obtain the retrocession of Wuhai for a railway line.

The majority of the Grand Councillors concur in his views.

The amount demanded [by Great Britain], however, as compensation for the territory is so enormous that it requires time for the consideration of the matter.

EDUCATION IN SHANTUNG.

THE TSINGTAU COLLEGE.

(By courtesy of the "Sheung Po.")

Peking, 30th June.

The Waiwupu has notified the Board of Education that Germany has agreed to endow the Tsingtau College, and that instructions be issued to the Governor of Shantung to proceed with the establishment of colleges within his territory as soon as possible.

VICEROY TUAN FANG.

REPORTED APPOINTMENT AS GRAND COUNCILLOR.

(By courtesy of the "Sheung Po.")

Tientsin, 1st July.

It is reported that the Prince Regent has decided to appoint Viceroy Tuan Fang as Grand Councillor and Na Tung as Viceroy of Chihli, and that an Imperial edict will be issued to that effect as soon as Viceroy Tuan Fang arrives in Peking.

TIENTSIN-PUKOU RAILWAY.

MANAGEMENT UNCHANGED.

(By courtesy of the "Sheung Po.")

Peking, 1st July.

Shun Po-ki, who has been appointed acting Governor of Shantung, will continue to manage the Tientsin-Pukou Railway.

NA TUNG.

INDISPENSABLE AS A GRAND COUNCILLOR.

(By courtesy of the "Sheung Po.")

Peking, 1st July.

It is reported that Na Tung cannot be spared from the Grand Councillor.

As soon as he has taken over the seal of the Viceroyalty of Chihli, he will return to Peking and at the capital transact all business in connection with the Viceroyalty.

MINING CONCESSION.

PARTICULARS WANTED.

(By courtesy of the "Sheung Po.")

Peking, 1st July.

The Ministry of Agriculture, Commerce and Industries has issued instructions to all the Provinces asking for particulars of the terms of all negotiations with foreigners in respect to mining concessions within recent years.

CHINA AND SWEDEN.

THE COMMERCIAL TREATY.

(By courtesy of the "Sheung Po.")

Peking, 1st July.

Lun Fong, Vice-president of the Waiwupu, has been given plenary power to draw up the Commercial Treaty between China and Sweden.

VICEROYALTY OF CHIHLI.

SELECTION OF INCUMBENT.

(By courtesy of the "Sheung Po.")

Peking, 1st July.

It was the Prince Regent's original intention to appoint Luck Chin-lum as acting Viceroy of Chihli, but he declined on the plea of old age. Whereupon the Regent offered the acting appointment to Na Tung who made the same excuse, but His Imperial Highness succeeded in persuading him to accept the office.

TIENTSIN-PUKOU RAILWAY.

THE STATION QUESTION.

(By courtesy of the "Sheung Po.")

Peking, 1st July.

The representatives of Chihli Province are agitating for the removal of the Tientsin-Pukou Railway Station.

Both Chang Chi-tung and Luk Chin-lum support their attitude.

KOWLOON HOTEL.

INDEPENDENCE DAY.

(By courtesy of the "Sheung Po.")

Peking, 1st July.

As usual the Management of the above popular hotel will celebrate the "Glorious Fourth" on Sunday next in an elaborate manner. They will be "At Home" to their American and other friends from 5 p.m. to 7 p.m. An Open Dinner (weather permitting) is arranged to be served on the Lawn at 8 p.m. The menu will be up-to-date and the 195th. M. L. J. Band, specially engaged for the occasion, will discourse special selections of

EXTENSIVE DAMAGE.

NEW SHANGHAI DOCK.

It is the intention of the New Engineering and Shipbuilding Works to improve its plant by installing significant new machinery, etc., to cope with every kind of work that comes its way. A feature of the dock is the sanitary accommodation for the use of the crews of vessels under repair. There is a bathroom with hot and cold water laid on, and electric light is provided all round. Ship's dock can be supplied with electricity or steam, and besides a efficient service a tank has been installed which has a capacity of 90 tons of filtered water.

CHIEF JUSTICE'S JUDGMENT

liability on the mortgagor to the Hip C
high was not apparently beyond his reach.

1) An account to be taken of what is under the mortgage for principle and interest.
2) An inquiry as to what allowance Kwai-Ting should have for improvements which have increased the value of the property.
3) Li-Po-Yung to be credited with an occupation of the annual value of the unimproved land, as from the date of the sale.

FOUNDAMENT DELIVERED

ent, absolve the guarantor, but it had seemed to him that if there was running through his

inverted tumbler as long as milk is in it to keep it from actually poisoning it. After opening the bottle and removing a part of the milk, do not leave the bottle uncovered. Milk deteriorates by exposure to the air in a pantry, kitchen or nursery. Do not expect a covered milk in ice chest containing food of any kind, particularly strong smelling food such as fish, meat, cheese, onions, etc. The safest way of serving milk on the table is in a sanitary standpoint, is in the original bottle. All events pour out only what will be consumed at one meal.

DEPARTURE FOR NACAO

ies. On four occasions the re-

the above vindication of myself, an unfortunate omission on the part of the Government, to which journal many people of Parliamentary Intelligence are issuing this Memorandum, and which is to be placed on the notice boards of the China Fleet for the week after next.

HEDWORTH LAMEROCK
Vice Admiral and Commander-in-Chief of the China Squadron
Commodore, the respective
of all concerned on the China Squadron.

PASSENGER CERTIFICATE

a mace, and a half-mace. T

to permit China to extend her system for the development of the provinces of Mongolia and Manchuria along the Yellow River." Both these measures, in fact, they were sent by the League and I accept full responsibility for the privilege of an interview with Okuma and I found him, as one of the most courteous and friendly men. The story of his secret interview is a fabrication.

schools was 87. In 1917 it was 85.7 and in 1918

52,434.57 was for special grants to grant-aided schools for extension of buildings and grounds. The increase in ordinary expenditure over the expenditure of the previous year was 11.11 per cent.

Mr. O. K. R. Chak, head of the Malay College, submitted the total expenditure for the year was Rs. 2,50,000 from the Government of Malaya State contribution Rs. 2,00,000, from the Government of Madras Rs. 50,000, and from the Department of Education, Madras Rs. 50,000. The expenditure for the year was Rs. 2,50,000. The expenditure for the year was Rs. 2,50,000. The expenditure for the year was Rs. 2,50,000.

An Unfounded Rumour.

REPORTED ASSASSINATION OF THE GOVERNOR OF MACAO.

TELEGRAPHIC DENIAL.

Persistent rumours were in circulation in town yesterday to the effect that the Governor of Macao had been assassinated. Throughout the afternoon this office was besieged with inquiries as to the truth or otherwise of the silly rumour. Of course, in every case we felt in the comfortable position of being able to assure the inquirer that the report was a mendacious fabrication. Of all men in Macao at the present time, one would imagine that Governor Rodrigues should be the very last to fear any one's displeasure. From the moment he assumed the reins of administration he manifested his unmistakable sympathies with the Chinese whose interests it was his determined policy to protect and promote in all that concerned them as citizens of the territory under his administration. Governor Rodrigues is not a man of words only; he behaves in action, and has lived up to his declared policy.

HONGKONG UNIVERSITY SCHOLARSHIP.

MORE FUNDS REQUIRED FOR ACQUISITION OF QUARTERS.

We have received the following official communication for publication:—

Mr. Mody has consented to keep his offer (of providing the buildings for the University) open till the end of the year.

He did so in a confidential communication to the Governor some time ago, but desired that it should not be made known until the six months (ending June 30th) was the point of completion, in order that the collection of the funds for endowment should be stimulated.

The greatest part of the amount required has been promised, but it is necessary, on the one hand, that the promised donations should be actually paid in to the Treasurer and, on the other hand, it must be remembered that the sum named, £100,000 Endowment and £10,000 for Equipment) was the minimum amount estimated to start a University of two or perhaps three chairs only. When that minimum had been realised it would justify Mr. Mody in undertaking the buildings and Government in giving the site and accepting the gift from Mr. Mody.

But to establish Chairs in other subjects a larger endowment will be required in order that more Professors may be appointed, and it is hoped that a fully adequate sum will be raised to make the University thoroughly efficient.

It is stated in *The Lawist*, referring to the establishment of the new Bristol University, that the minimum amount qualifying for a Charter is £250,000. Inquiry is being made regarding the truth of this statement.

Should be true and should apply to the Hongkong University it is clear that a considerable sum remains to be raised before a Charter can be applied for.

STRAITS CO-OPERATION.

The *Straits Echo* has pleasure in announcing that Straits Chinese are taking a sympathetic interest in the Hongkong University Scheme. At Penang, in particular, some Chinese philanthropists with a "warm side" to the cause of education have already promised handsome donations, and it is considered a certainty that the local *kongsi* will soon do something. It is not considered advisable at the moment to mention names or sums.

Mr. Chan has personally interested himself in the matter, and has been in correspondence with Hongkong. Mr. S. W. Tan, solicitor of that Colony, has gratefully acknowledged his assistance in disseminating locally knowledge of what was being done and what was wanted. Messrs. Leong Lok Hing and Lim Sang Hooi have been requested to collect subscriptions locally for the University Endowment Fund. Mr. Tan, who is Honorary Secretary to the Hongkong Committee, mentions that up to the 31st ultimo, 40,000 Chinese subscriptions totalled \$70,000. Saigon merchants had already subscribed \$30,000 towards the \$100,000 they had promised. H.E. Cheung Pat Si, better known in the Straits as Mr. Tiao Tiao Siat, had personally guaranteed to raise one lakh of dollars from the districts of Wai Chow, Chiu Chow, and Ka Hing, within three months.

STOWAWAYS.

SIR FREDERICK LUGARD'S DESPATCH TO AUSTRALIAN GOVERNMENT.

A Melbourne despatch of 1st ult. says:—The Minister for External Affairs has received advice from the Governor of Hongkong, Sir F. D. Lugard, that twenty Chinese were discovered on the steamer *Eastern* last December, and were returned to Hongkong, and intimating that they were charged before the local police magistrate as stowaways and sentenced to nine months each, but had been released.

Information in a despatch forwarded through the Governor-General to the Governor of Hongkong contained the names of persons concerned in the stowaway case. A reply from the Governor includes a report from the Chief Superintendent of Police, stating that these persons, who were "underleaves" in the affair, left the colony directly the stowaways were brought back. The report added: "If I hear of any of them returning, I will recommend their banishment."

Information was also received that the eight stowaways on the *Prins Veldman* had been sentenced to six months' imprisonment, with hard labour, and that the person on the steamer who was responsible for their being stowed away had the country on the vessel's arrival. The Governor of Hongkong further intimated that with regard to the sale and exchange of naturalisation papers, every effort was being made to co-operate with the Federal Government.

Mr. Batchelor said: "While in Sydney, on my way to New Guinea, I met by appointment the representative of all the shipping companies trading with the East, and asked them to assist the department by adopting a system of registration of passports for their Chinese crews. They were without exception desirous of assisting, and undertook, subject to the approval of their owners, to adopt the suggestion of the department. This, coupled with satisfactory assurances here and of the sympathy of the authorities at Hongkong, and a circular by the Consul-General of China at Melbourne, sent forth the disabilities and disabilities which stowaways suffer in the attempt to land, makes it very probable that the stowaway case is likely to be successful in the future as they have previously been."

A Diamond Jubilee.

VICTORIA RECREATION CLUB.

JULY 10, 1849-1909.

and last.

There are probably few Clubs in the Orient whose records go farther back than those of the Victoria Recreation Club whose members will, on Saturday week, the 10th July, celebrate the Club's Diamond Jubilee by holding a Swimming Fece in the afternoon and a concert in the evening in the Club's splendid Gymnasium. It was in the year 1849, eight years after Hongkong was ceded to the British, that the Club's history began, and since that its development has been coincident with that of the island. The Club stands for all that tends to brace up the man and youth physically for the health-giving open air and outdoor sports; and it is this outdoor principle which binds the members. All institutions in their progress necessarily expand their original domain, and thus to-day the Victoria Recreation Club has become of some reckoning as a social, as well as a sporting institution of the Colony. Its three great annual events, the Regatta in December, the Athletic Sports in April, and the Aquatic Sports in September, are not alone red letter occasions for sport.

Among the papers of the late Mr. James Henry Cox were discovered a number of old records of the original Victoria Regatta Club, which may interest not only those residents of Hongkong associated with the V.R.C., but to many other residents of the Colony. The following is an extract:—"At a meeting held at the Hongkong Club House this day, pursuant to notice, for the purpose of forming a Regatta Club in the Colony, the following gentlemen were present:—Messrs. Walter Davidson, P. Dudgeon, C. J. A. Stuart, E. Pereira, P. Campbell, Capt. Staveley, T. W. L. MacKean, Marrow, Lt. Lugg, R. A. L. Phillips, R. E. Lieut. J. N. Sargent, 95th Regt., Lt. Maxwell, 95th Regt., J. Fagan, T. Jones, G. Findlay, J. B. Compton and W. T. Mercer. The sheet bears the date 17th July, 1849—sixty years ago. Such a document is not as a stimulant to moralising as is an hour on London Bridge, but one must subordinate the sentiment, the reader himself can give free play to that when he has scanned the epitomised story of those long gone days."

"The annual subscription to the Club funds was then \$5, to be paid in advance and any member on joining subsequently and paying the sum of \$15 was considered a Life Member. The minutes of the appointment of officers are worked in such a unique manner that we fail to understand how the Secretary and Treasurer found their respective duties. It reads thus: 'That Mr. C. Stuart and Mr. T. Jones be elected to hold jointly and separately the combined office of Secretary and Treasurer.' We cannot explain how these two gentlemen managed to fulfil the letter of their appointments."

Since those days, however, the Club has made big leaps and bounds, and to-day the Club membership list includes nearly every young man of the Colony, and there is now a roll of membership totalling something over 400. The Club is growing old, but Clubs are not like men; they become more vigorous with age. It is thus with the Victoria Recreation Club, and, in its sixtieth year, it is stronger than ever it was, is more respected and has a brighter future. Long live the V.R.C.

NATHAN LANDS BANK COMMERCIAL BANK.

DIVIDEND DECLARED.

We are informed that telegraphic advice has been received by the local manager of the Bank that a dividend of 10 per cent for the year ending 31st December, 1908, has been declared.

N. Y. K. SERVICE.

WIRELESS ON PACIFIC LINERS.

The *Mainichi* Dempo reports, according to the *Japan Herald*, that the wireless telegraph service on the Japanese liner of the N. Y. K. is to be opened from next year, but as to the arrangement for the purpose on land there will be no necessity to make any enlargement. Owing to the remarkable progress of "wireless" communication can now be made over a distance of 1,200 miles. As to communication on the American route, it was once talked of to establish an office at Kinkasan besides Choshi and Ochiishi; but now no inconvenience is experienced though no station was established at Kinkasan. What is thought most important at present is to establish an executive station on a large scale near Tokyo, and it is now under consideration by the authorities. As to the communication on the coast of the Japan Sea, the office is established only at Tanoshima. It is said that one more may be established according to the result of the experimental service of the *Kagoshima Maru* which has recently had apparatus installed and that in Formosa one more office will be established within this year.

HONGKONG BANK ROBBERY.

APPLICATION FOR RETURN OF LADY'S JEWELLERY.

Soon after Mr. Nunn took his seat this morning, says the *Straits Echo*, of June 22, a case came on the Hongkong Bench. Mr. Nunn, mentioned the case of Lim Chee Sang, who is charged with embezzlement of large sums of money belonging to the Hongkong and Shanghai Banking Corporation. He asked his Worship to fix a date to proceed with the preliminary inquiry and the hearing was postponed till Friday, the 25th inst.

At this stage, Mr. Wreford made an application on behalf of Miss Boyle. He said that his client had accompanied Lim Chee Sang to Hongkong; that when the latter was arrested in that place, the local police took charge of her jewellery, which they handed over to the Penang police; he applied to them for the return of the same; but was told to get an order from a magistrate; that his client had been brought down with Lim Chee Sang. [There was some argument between opposing Counsel in regard to the terms "came" and "brought" with reference to Miss Boyle's transport from Hongkong to Penang.] Counsel, therefore, asked the court to pass orders for the return of the jewellery to Miss Boyle, contending that the police had no claim to the same. The magistrate asked Mr. Samuel, if he had any objection to the application. Counsel, after a few minutes' consultation, with Chief Detective Insp. Kirt, opposed the application. He stated that a portion of the property in question might belong to Miss Boyle; he was positive that the other portion belonged to Lim Chee Sang—at any rate, he had reason to believe, the latter ordered the things, but had not paid for them. Counsel further maintained that the property was in "safe keeping." Some argument ensued, and eventually Mr. Samuel asked that the application might be held over till the next hearing, which time he hoped to be in a position to acquaint himself well with the facts. The court concurred, and the application was postponed till Friday.

Piracy in Deep Bay.

JUNK PASSENGERS BOUND AND GAGGED.

ARRESTS EFFECTED BY WATER POLICE.

News of a daring piracy which was perpetrated the other day in the very heart of civilisation, as it were, reached us early this forenoon. The occurrence was as daring in its nature as it was unexpected in its perpetration, and that the Police should have been able to bring to book some of the culprits concerned reflects the greatest credit on the efficiency of those composing the local Force. This latest case is a rare instance that there are pirates of the deepest dye infesting the surrounding waters of the Colony—men who would not hesitate to commit the grossest acts of atrocity if a moderate haul is assured.

Before going into the scanty details of the outrage as they are available, it should be stated for the information of our readers that the circumstances leading up to the daring sea robbery are such as may point a moral to the inexperience of carrying out the enforcement policy set forth. It may be remembered that recently Government had decided to adopt a policy of retrenchment in the various departments. Following this policy of cutting down expenses, it was announced the other day that the Police Department was putting up No. 3 Police launch for sale. No. 3 Police launch broke down lately and has since been laid up for repairs. Thus it came to pass that there was no launch left for the patrol of the extensive stretch of water in Deep Bay, whose populous coast is a favourite resort of lawless pirates. This is the first time that the work on No. 1 launch, which was left to do all the patrolling work which was previously done by three launches. Now without detracting from the noted efficiency of the Police, it could not be expected that one solitary launch could successfully carry out the performance of duties which of right belonged to three. It may further be stated that the Police stationed at Pingchow has also been withdrawn, and as a sort of compensation for these cheese-paring measures, the Government tendered \$100,000 to the Police to do the work of the launch. But this did not fully make up for the short-handedness caused by the unusual circumstances already outlined. The holder spirits of Deep Bay, keenly watchful as they are for the slightest opportunity to effect a haul, recognised in the fact that the Water Police were undermanned a good chance for putting into practice their nefarious plans. In this they did not fail, for on the night of Tuesday last they successfully evaded Police vigilance and bore for a fishing junk with a number of passengers, crew on board. No sooner were the robbers aboard the junk, then they ordered the frightened fishermen to keep a strict silence under pain of death. They then bound and gagged their "unfortunate" victims and landed them on an island, whence they were taken away by the robbers.

It is reported that a number of arrests have been effected. There are doubtless other evil characters who have managed to avoid Police vigilance and it is even suggested that they would not hesitate to attack the launch *Harlow* which is engaged in towing junks with valuable cargo. Such a move would be a valuable acquisition to the sea-rovers. An immense stretch of water affords these lawless bandits an excellent opportunity to molest peaceful people with every hope of successful escape from pursuit, and it is to be hoped increased Police vigilance will prevent further outrages being committed in a locality which is noted for its evil characters.

With reference to the piracy in Deep Bay, which took place on the 23rd instant, reference to which appeared in our issue of 25th ult. men were brought up before Mr. F. A. Hasland (First Police Magistrate) at the Magistracy this morning and a formal remand was obtained for a week.

THE PRATAS ISLANDS.

SETTLEMENT IN SIGHT.

Tokio, June 22.

The difficulty with regard to the ownership of the Pratas Islands, is nearing a solution. Japan proposes to sink her claim to the islands provided China duly compensates the Japanese settlers who have established themselves there, for their property. China is now said to be proposing to purchase the plant on the island at the price asked by the Japanese, and suggests that a Chinese and Japanese commission should investigate the actual conditions prevailing in the island with a view to a settlement. —N. C. D. News.

COMMISSION APPOINTED.

H. E. Chang Jen-chua, the Viceroy at Canton, has agreed to a joint investigation of Pratas Island by Chinese and Japanese Commissioners with a view to the settlement of the compensation to be paid to the Japanese settlers. The Viceroy has appointed a Chinese Commissioner, and Japan will be represented by Mr. A. Segawa, Japanese Consul at Canton. —N. C. D. News.

The following editorial comments appear in the *Y. M. C. News* of 25th ult.:—Judging by the telegrams from Tokio this week the Pratas Island controversy is in a fair way to arrive at a settlement. The dispute dates from about the beginning of last March, at which time a party of Cantonese fishermen complained that they had been driven from Pratas Island and the adjoining waters by Japanese colonists, who had taken possession of the island (at what time is not clearly stated but apparently within the last three years) and were working it for its valuable deposits of guano. That Pratas Island is a Chinese possession the Japanese Government was quite prepared to admit; it asked for documentary evidence which China could not produce. There appears, however, to be no doubt that Chinese dwellings and even a Chinese temple were in existence on the island when the Japanese arrived; and although the amazing inertia of Chinese officialdom had permitted others to discover the true value of the island, it was clearly impossible not to recognize the Chinese claim. Last Wednesday we were told that some Japanese colonists were corded in return for compensation to the Japanese settlers. To-day a further telegram states that Commissioners of both nationalities are about to proceed to the island. The demand for compensation does not appear to be altogether equitable. That Japan has already as good as admitted Chinese ownership of the island, is proved by her expressed willingness on certain conditions to recognize that fact. In the light of this admission, the Japanese settlers would convicted of trespass and the Chinese their fairly expect to receive what they desire, they have already been held over till the next hearing, which time he hoped to be in a position to acquaint himself well with the facts. The court concurred, and the application was postponed till Friday.

MACAO BOUNDARY QUESTION.

CHINESE COMMISSIONER IN HONGKONG.

Very shortly, it may be expected the labours of the Macao Boundary Commission will commence in Hongkong. An already reported last month, the Portuguese Commissioner, General Joachim Machado, and suite arrived in the Colony from Lisbon, and has since visited Macao where the Commissioner is holding a conference with the Governor of that Colony. General Machado is expected back in Hongkong to-morrow.

His Excellency Kao Erh-chien, Chinese Commissioner, arrived from Canton by the Chinese gunboat *Kowang* 7.30 a.m. yesterday. H.E. the Governor sent his Aide-de-Camp, Capt. P. H. M. Taylor, to meet the cruiser on arrival, with a letter of welcome to His Excellency. His Excellency Kao, who is accompanied by Secretary J.W. and suite, has taken up his residence at "Glenalea" Buildings during his stay in Hongkong.

At 11 o'clock to-day, Mr. J. J. Leiria, Consul for Portugal in Hongkong, paid an official visit to H.E. Kao Erh-chien at his residence. The compliment was returned this afternoon when, at 5 p.m., His Excellency Kao, attended by his secretary, Mr. Wu, and accompanied by Mr. Harris, Commissioner of the Chinese Imperial Maritime Customs, called at the Portuguese Consulate and expressed the hope that the friendly relations initiated between the two representatives might be as cordially maintained—a hope which, needless to say, was very cordially reciprocated.

At 12.30 p.m., to-day, the Chinese Commissioner made his official call on His Excellency the Governor.

Up to the present nothing has been definitely decided as to the date and place when and where the Conference is to be held. These are matters that must be left for settlement at the preliminary meetings of the two Commissioners. In the meantime the agitation in Canton continues unabated. Our Canton correspondent, in his letter printed elsewhere in this issue, makes reference to the meeting in that City, on the 27th inst., convened by the Society for the Protection of Boundary Rights. Very judiciously, the Viceroy prohibited the publication of the report of the proceedings at that meeting lest the minds of the ignorant natives—as distinct from the better class—might be agitated against the Portuguese. Our information derived from trustworthy sources in Canton is to the effect that various resolutions were adopted at the meeting on Sunday. The most important resolution, deals with the proposal for retaliation in the event of the Portuguese refusing to surrender the portions of territory which they are alleged to have encroached. The meeting also resolved to nominate two delegates (since duly appointed) to proceed to Hongkong with a staff of native clerks whose business it will be to assist the Chinese Commissioner with information, etc. during the progress of the Conference. It is hardly conceivable that these delegates will be accorded any official status by the Special Commissioners or be permitted to take part in the deliberations of the Commission.

GENERAL MACHADO'S RETURN.

General Machado and suite returned from Macao by the Portuguese gunboat *Patris* this morning. Upon leaving the *Patris* General Machado received a complimentary salute.

The Portuguese Commissioner has secured apartments at "Kingsclere," into which His Excellency, Senhor Cinatti and Capt. Norton moved from the Hongkong Hotel this afternoon.

APPOINTMENT OF ASSISTANT CHINESE COMMISSIONERS.

[From Our Own Correspondent.]

Canton, 29th June.

At the request of the Special Imperial Delimitation Commissioner, H.E. Ko Yu Hing, the Viceroy has appointed Messrs. Chow Sai, Kui Cheung and Hui Tung Wah to assist him in the conduct of pending negotiations with the Portuguese Commissioner.

AGITATION IN CANTON.

The Canton Self-Government Society has issued circulars convening a public mass meeting to take place to-day, the 29th instant, in connection with both the *Pratas* Island and the question of the delimitation of Macao. In the opinion of some people the wording of the circular is couched in such terms as are calculated to stir up the feelings of the people against the Portuguese in both these matters.

A PEKING TELEGRAM.

H.E. Liang Tun-yen, President of the Walwup, has telegraphed refusing to allow the Macao Boundary question to be negotiated in Peking.

HONGKONG DOCK CO.

LOWEST BIDDERS FOR MANILA CONTRACT.

The Hongkong and Whampoa Dock Company were the lowest bidders for six wooden lorches for use by the Quarter-master's Department at Manila, their figure being \$22,500, gold for the six. The other bidders were: Fred Wilson & Company, \$28,000; El Varadero Company, \$31,000; San Rodriguez, \$35,000; Cho Ching Lung, \$36,500.

PROTECTION OF SONGBIRDS.

THE JAPANESE NIGHTINGALE.

In Japan, especially in Tokyo, Osaka, and other large cities, nightingales are very popular as pets, and the best specimens are sold for as much as a thousand yen. Last autumn a few species of small birds were added to the list of those protected, the nightingale being among the number. We learn from the *Osaka Jiji* that Inaba Genzo oke, a dealer in songbirds at Awabori, Ichonoe, Osaka, under the name of "Torikage," with an office in Wakayama has been charged with a violation of the Game Law in this matter. Inaba has a reputation as the best trainer of nightingales in the Kansai district, and he is alleged to have broken the law by continuing to catch young nightingales since the new legislation was adopted last autumn. Evidence having been obtained by the police, he was arrested a few days ago. On examination, he confessed that he had captured over three hundred young birds in the neighbourhood of Rokkoku, Shikoku in Nara, and in Kishi since the beginning of last month, when the breeding season opened, and that most of the birds had been disposed of in Osaka. He had in his house over a hundred, which he was training. The birds were seized, and the man was prosecuted on the charge of infraction of the Game Law. Bird dealers in Osaka, who have bought young nightingales from Torikage, are said to be a prey of panic. Some of them have sent their birds home, while others are sending them to relatives in the interior. —Japan Chronicle.

HONGKONG GYMKHANA CLUB.

THIRD MEETING.

The programme of the third meeting to be held at the Happy Valley, on Saturday, 3rd July, (weather permitting) is as follows:—

1.—3.30 p.m.—ONE MILE FLAT RACE.—For subscription griffins of season 1908-09. Weight for inches as per scale. Winners of one race at this season's gymkhana, or at races 14 lbs. extra. To be ridden by owners. Pony to have been the property of rider for at least one month prior to date of entry. Entrance fee \$5. First prize: presented, and prize: \$25.00. 3rd prize: \$10.00. (Entrance fees to go to winner.)

Mr. Black's Grey Back, 160 lbs.

Mr. D. L. M.'s Tamar, 161 lbs.

Mr. F. D. Deacon's "Butcher," 162 lbs.

Mr. H. G. Moore's Lyman, 155 lbs.

Penalty of 10 lbs.

Penalty of 14 lbs.

2.—3.50 p.m.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 10.5 lbs. Winner of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the gymkhana meetings during the season, counting 4 points for a first, 2 for a second, and 1 for a third. The holder of the cup already scored to pass with the pony on a sale. Any winner of the race to carry 1 lb. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 1 lb. to remain deducted until he wins again when he will carry the full penalty without deduction. Penalties accumulate up to 15 lbs. Entrance fee \$5. 2nd prize: \$15. (Half-entrance fees to go to winner.)

Points awarded up to date are as follows:—

Triad..... 8

Sportman..... 6

Best Friend..... 1

Mr. Dryad's Triad, 151 lbs.

Mr. Dryad's Best Friend, 151 lbs.

Hon. Mr. W. J. Gresson's Garth, 156 lbs.

Hon. Mr. W. J. Gresson's H. H., 146 lbs.

Hon. Mr. W. J. Gresson's Lammerton, 146 lbs.

Mr. Leeson's Seafoam, 151 lbs.

Penalty of 5 lbs.

Penalty of 10 lbs.

3.—4.10 p.m.—THREE QUARTERS OF A MILE HANDICAP.—For all China ponies. Entrance fee \$5. First prize: presented, and prize: \$25.00. 3rd prize: \$10. (Entrance fees to go to winner.)

In the event of top weights not starting weights to be raised all round, i.e., top weight starting to carry 160 lbs.

Hon. Mr. W. J. Gresson's Garth, 166 lbs.

Mr. Dryad's Triad, 161 lbs.

Mr. J. Johnston's Just-in-Time, 161 lbs.

Mr. F. B. Deacon's Dart, 158 lbs.

Hon. Mr. W. J. Gresson's Lammerton, 157 lbs.

Mr. J. Johnston's Heitzblatt, 157 lbs.

Mr. O. C. R. Hill's Dreadnought, 151 lbs.

Hon. Mr. W. J. Gresson's H. H., 151 lbs.

Admiral Lambton's Kismet, 151 lbs.

Mr. Johnston's Sir Henry, 151 lbs.

Mr. Leeson's Soudan, 146 lbs.

Mr. Black's Sir Joseph, 146 lbs.

Mr. J. Johnston's Jas. McKie, 144 lbs.

Lieut. Backwith's Cavalier, 140 lbs.

Commodore Lyon's Swan, 138 lbs.

Mr. K. K. Droschewang, 137 lbs.

4.—4.40 p.m.—INDIVIDUAL TENT-PEGGING COMPETITION.—China ponies only to be used. Best of three runs. 3 points for a Carry, 2 for a Draw and 1 for a Touch. The Judge has at his disposal 2 points for Pace and Style over all three runs. Lance exercise will not count towards style. Lances must be used. Entrance fee \$2. A Cup will be presented at each Competition by the Hongkong Gymkhana Club.

Captain Barker—"The Buffs."

Mr. C. H. Maxwell.

Mr. C. H. Blason.

Mr. M. B. Brice—"The Buffs."

Mr. W. S. Dupree.

Major Eaton—"The Buffs."

Captain Finch—"R.A."

Mr. John Johnston.

Mr. H. G. Moore—"R.A."

Mr. F. Thicknesse—"R.A."

Captain Leish—"The Buffs."

Lieut. R. P. Wedd—"The Buffs."

Mr. H. J. Gedge.

Mr. G. C. Moxon.

Mr. Potter—"The Buffs."

5.—5.15 p.m.—HURDLE RACE. ONE AND A QUARTER MILE.—Over not less than eight flights of hurdles. For all China ponies. Catch weights 11 stones, 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. 1st prize: presented, and prize: \$25. 3rd prize: \$10. (Entrance fees to go to winner.)

Mr. D. L. M.'s Tamar, 159 lbs.

Mr. Dryad's Best Friend, 159 lbs.

Mr. G. G. Findlay's Polo stick, 159 lbs.

Major H. Findlay's Gift, 159 lbs.

Hon. Mr. W. J. Gresson's Little Dot Rose, 159 lbs.

Mr. John Johnston's Sir Henry, 159 lbs.

Mr. John Johnston's Blue Robin, 159 lbs.

Captain Leish's Macao, 159 lbs.

Mr. E. Owen's Hornhead, 159 lbs.

Mr. Thicknesse's Have a Bag, 159 lbs.

6.—5.40 p.m.—ONE AND A QUARTER MILE FLAT RACE. HANDICAP.—For all China ponies. Entrance fee \$5. First prize: presented by the Hongkong Gymkhana Club, and prize: \$25. 3rd prize: \$10. (Entrance fees to go to winner.)

In the event of top weights not starting weights to be raised all round, i.e., top weight starting to carry 160 lbs.

Mr. Dryad's Best Friend, 161 lbs.

Hon. Mr. W. J. Gresson's Garth, 156 lbs.

Mr. J. Johnston's Just-in-Time, 154 lbs.

Mr. Dryad's Triad, 151 lbs.

Hon. Mr. W. J. Gresson's Lammerton, 148 lbs.

Mr. Leeson's Seafoam, 146 lbs.

Messrs. Leish & Moore's Sportsman, 143 lbs.

Mr. Black's Grey back, 143 lbs.

Mr. J. Johnston's Jas. McKie, 140 lbs.

Hon. Mr. W. J. Gresson's H. H., 138 lbs.

News has been received in Shanghai that the Standard Oil steamer *Hudson* from Taku Bar with a cargo of salt for Eching, near Chinkiang, was badly ashore on the Middle Bank in the North Channel. The news was first brought to Shanghai by the steamer *Oriental*, who reported seeing the *Hudson* ashore, and the vessel firing signals and asking that assistance be sent out to her. Tugs and lighters have been sent to the scene and after the vessel has been lightened it is believed that she will be refloated without any damage as the place where she is ashore is all mud bottom. The water is falling rapidly and is not expected to rise again before next Monday. The vessel has a list of twenty degrees to port and the work of lightening her is being rapidly carried forward by the Shanghai Tug and Lighter Co.

THE YARN DISPUTE.

INTERESTING APPEAL AT THE SUPREME COURT.

In the Supreme Court this morning, before the Full Court, consisting of the Chief Justice (Sir Francis Pigott) and the Puisne Judges, an application was heard for leave to appeal against the decision of the Chief Justice in the action brought by Messrs. S. J. David and Co. against their late compend (Mr. Chan Ut Chiu) to recover the sum of \$648,816.67 and interest at the rate of 3 per cent per annum from the date the writ was issued and until payment or judgment. This large claim was alleged to have arisen in connection with dealings in cotton yarn, for which the plaintiff alleged, the compend was liable. The defendant entered a counter-claim to recover the sum of \$55,000, alleged to have been deposited with them. This was denied.

Mr. Duncan McNell, a Shanghai barrister, with whom was Mr. C. J. Alabaster, instructed by Messrs. A. G. Jackson and H. J. Gedge (of Messrs. Johnston, Stokes and Master), appeared on behalf of the appellants. Sir Henry Berkeley, K.C., assisted by Mr. M. W. Slade, instructed by Mr. J. Scott Harrison (of Messrs. Ewins and Harrison) represented the respondent.

Mr. McNell said that this was an appeal from the judgment of the Chief Justice delivered on the 23rd December last. The action arose on the following circumstances. Messrs. S. J. David & Co. were claiming against their compend a sum of \$648,816.67 odd which, plaintiffs said, he had agreed to pay them in respect of certain losses incurred in the course of the plaintiff Company's dealings with Chinese customers. Counsel drew the attention of the Court to a certain paragraph of the pleadings and then proceeded to read the particular passage to the Court. The argument alleged in the statement of claim was defined as being constructed upon the sense of a certain document dated the 27th January, 1906. Defendant denied that any such agreement was entered into and set out in the statement of claim and also denied that the document bore such agreement. At the time of the hearing of the case, Counsel for the plaintiffs produced two documents, called, one witness to prove the losses and to show how they were made up. Rebuttal evidence had been used and Counsel for the defendant had rested his client's case entirely on the construction of various documents.

Sir Henry Berkeley—I did not abandon the right to call witnesses.

Mr. McNell, agreed on the point.

After further arguments, Counsel proceeded to say that the Chief Justice gave judgment in favour of the defendant and it was from the judgment that the present appeal was being brought. Counsel said it was impossible for the Court to understand the documents or the arguments based upon them otherwise.

Counsel cited authorities at length and argument for the appellants was still proceeding when the Court adjourned till 10.30 to-morrow.

Further argument was heard in the Supreme Court to-day in the case in which Messrs. S. J. David and Company are bringing an appeal against the decision of the Chief Justice delivered on the 23rd December last, in which plaintiffs claim a sum of \$648,816.67 from their late compend (Mr. Chan Ut Chiu). The hearing was adjourned.

In the Supreme Court, this morning, before the Full Court, the appeal case was resumed against the decision of the Chief Justice in the action in which Messrs. S. J. David and Co. proceeded against their compend, Chan Ut Chiu, to recover \$648,816.67. Messrs. D. McNell and C. J. Alabaster, instructed by Messrs. H. J. Gedge and A. Jackson (of Messrs. Johnston, Stokes and Master), appeared for the appellants (plaintiffs), while Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. J. Scott Harrison (of Messrs. Ewins and Harrison), represented the defendant. Further argument was continued and the case was again adjourned.

The fourth day's hearing was reached in the Supreme Court this morning in the case in which Messrs. S. J. David and Company are appealing against the decision of the Chief Justice delivered on the 23rd December last in favour of the firm's late compend (Mr. Chan Ut Chiu) against whom the plaintiff firm brought an action to recover the sum of \$648,816.67, said to have been lost in some yarn transactions with Chinese yarn-dealers. Mr. Slade continued his argument, which lasted for a considerable time. The case has been adjourned, 2nd inst.

In the Supreme Court, to-day, before the Full Court, consisting of the Chief Justice (Sir Francis Pigott) and the Puisne Judges, the case was concluded in which Messrs. S. J. David and Company are appealing against the decision of the Chief Justice of the 23rd December last, given in favour of the firm's late compend (Mr. Chan Ut Chiu) in the action in which the plaintiff firm brought an action to recover the sum of \$648,816.67, said to have been lost in some yarn transactions with Chinese yarn-dealers. Mr. Slade continued his argument, which lasted for a considerable time. The case has been adjourned, 2nd inst.

HALF-BRAS OYER.

JIU-JITSU IN ARSENAL STREET.

An Unfounded Rumour.

REPORTED ASSASSINATION OF
THE GOVERNOR OF MACAO.

TELEGRAPHIC DENIAL.

Persistent rumours were in circulation in town yesterday to the effect that the Governor of Macao had been assassinated. Throughout the afternoon this office was besieged with inquiries as to the truth or otherwise of the silly rumour. Of course, in every case we felt in the comfortable position of being able to assure the inquirer that the report was a "mischievous fabrication." Of course, we should have been able to do so, but it is a pity that the Governor of Macao should be the subject of such a baseless rumour. From the moment he assumed the reins of administration he manifested his unmistakable sympathies with the Chinese whose interests it was his determined policy to protect and promote in all that concerned them as citizens of the territory under his administration. Governor Rodrigues is not a man of words only; he believes in action, and has lived up to his declared policy.

HONGKONG UNIVERSITY
SCHEME.MORE FUNDS REQUIRED FOR ACQUISITION
OF CHARTER.

We have received the following official communication for publication:—
Mr. Mody has consented to keep his offer (of providing the buildings for the University) open till the end of the year.
He did so in a confidential communication to the Governor some time ago, but desired that it should not be made known until the six months (ending June 30th) was the point of completion, in order that the collection of the funds for endowment should be stimulated.
The greater part of the amount required has now been promised, but it is necessary, on the one hand, that the promised donations should be actually paid in to the Treasurer and, on the other hand, it must be remembered that the sum named, £100,000 Endowment and £10,000 for Equipment) was the minimum amount estimated to start a University of two or perhaps three classes only. When that minimum had been realised it would justify Mr. Mody in undertaking the buildings and Government in giving the site and accepting the gift from Mr. Mody. But to make the University really efficient and to establish Chairs in other subjects a larger endowment will be required in order that more Professors may be appointed, and it is hoped that a fully adequate sum will be raised to make the University thoroughly efficient.
It is stated in *The Lancet*, referring to the establishment of the new British University, that the minimum amount qualifying for a Charter is £150,000. Equity is being made regarding the use of this statement. If it should be true and should apply to the Hongkong University it is clear that a considerable sum remains to be raised before a Charter can be applied for.
Assuming the present minimum endowment and equipment fund to be raised, and putting the value of the site and buildings at £50,000, the total stands at £160,000.

STRAITS CO-OPERATION.

The *Straits Echo* has pleasure in announcing that Straits Chinese are taking a sympathetic interest in the Hongkong University Scheme. At Penang, in particular, some Chinese philanthropists with a "warm side" to the cause of education have already promised handsome donations, and it is considered a certainty that the local *Kongsi* will soon do something. It is not considered advisable at the moment to mention names or sums.
Dr. Chan has personally interested himself in the matter, and has been in correspondence with Hongkong. Mr. S. W. T'so, solicitor of that Colony, has gratefully acknowledged his assistance in disseminating locally knowledge of what was being done and what was wanted. Messrs. Leong Lok Hing and Lim Sang Hooi have been requested to collect subscriptions locally for the University Endowment Fund. Mr. T'so, who is Honorary Secretary to the Hongkong Committee, mentions that up to the 31st ultimo "Hongkong-Chinese subscriptions totalled \$70,000. Saigon merchants had already subscribed \$30,000 towards the \$100,000 they had promised. H.E. Cheung Pat Siu, better known in the Straits as Mr. Tiao Siat, had personally guaranteed to raise one lakh of dollars from the districts of Wai Chow, Chiu Chow, and Ka Hing, within three months.

STOWAWAYS.

SIR FREDERICK LUGARD'S DESPATCH TO
AUSTRALIAN GOVERNMENT.

A Melbourne despatch of 21st ult. says:—
The Minister for External Affairs has received advice from the Governor of Hongkong, Sir F. D. Lugard, that twenty Chinese were discovered on the steamer *Essex* last December, and were returned to Hongkong, and intimating that they were charged before the local police magistrate as stowaways and sentenced to nine months' each, with hard labour.
Information in a despatch forwarded through the Governor-General to the Governor of Hongkong contained the names of persons concerned in the stowing away. A reply from the Governor includes a report from the Chief Superintendent of Police, stating that these persons, who were ring-leaders in the affair, left the colony for the mainland, and were brought back. The report adds: "If I hear of any of them returning, I will recommend their banishment."
Information was also received that the eight stowaways on the *Prins Valdemar* had been sentenced to six months' imprisonment, with hard labour, and that the person on the steamer who was responsible for their being stowed away fled the country on the vessel's arrival. The Governor of Hongkong further intimated that with regard to the sale and exchange of naturalisation papers, every effort was being made to co-operate with the Federal Government.

Mr. Bitchelor said: "While in Sydney, on my way to New Guinea, I met by appointment the representatives of all the shipping companies trading with the East; and asked them to assist the department by adopting a system of registration of passports for their Chinese crews. They were without exception desirous of assisting, and undertook, subject to the approval of their owners, to adopt the suggestion of the department. This, coupled with the sympathy of the authorities at Hongkong, and a circular by the Consul-General of China at Melbourne, setting forth the disabilities and hardships which stowaways suffer in the attempt to land, makes it pretty certain that such attempts are not likely to be so successful in the future as they have previously been."

A Diamond Jubilee.

VICTORIA RECREATION CLUB.

JULY 10, 1849-1909.

2nd inst.

There are probably few Clubs in the Orient whose records go farther back than those of the Victoria Recreation Club whose members will on Saturday week, the 10th July, celebrate the Club's Diamond Jubilee by holding a Swimming Fece in the afternoon and a concert in the evening in the Club's spacious Gymnasium. It was in the year 1849, eight years after Hongkong was ceded to the British, that the Club's history began, and since then its development has been coincident with that of the island. The Club stands for all that tends to brace up the man and youth physically; for the health-giving open air and outdoor sports; and it is this outdoor principle which binds the members. All institutions in their progress necessarily expand their original domain, and thus to-day the Victoria Recreation Club has become of some reckoning as a social, as well as a sporting institution of the Colony. The three great annual events, the Regatta in December, the Athletic Sports in April, and the Aquatic Sports in September, are not alone red letter occasions for sport.

Among the papers of the late Mr. James Henry Cox were discovered a number of old records of the original Victoria Regatta Club, which may interest not only those residents of Hongkong associated with the V.R.C., but to many other residents of the Colony. The following is an extract:—At a meeting held at the Hongkong Club, House, this day, pursuant to notice for the purpose of forming a Regatta Club in the Colony, the following gentlemen were present:—Messrs. Walter Davidson, P. Dudgeon, C. J. A. Stuart, E. Pereira, P. Campbell, Capt. Staveley, T. W. L. MacKenzie, Murrow, Lt. Lugg, R. A. L. Phillips, R. E. Lieut. J. N. Sargent, 95th Regt., Lt. Maxwell, 95th Regt., J. Fagan, T. Jones, G. Findley, J. B. Compton and W. T. Mercer. The sheet bears the date 11th July, 1849, sixty years ago. Such a document is such as keeps alive the memory of the past, and is a stimulus to the present, and is a source of pride to the future. The Regatta Club, and its members, are proud to have been the first to undertake such a task, and to have been the first to establish a Club which has since then become a source of pride to the future.

The annual subscription to the Club funds was then \$3, to be paid in advance and any member on joining subsequently and paying the sum of \$25 was considered a Life Member. The minutes of the appointment of officers are worded in such a quaint manner that we fail to understand how the Secretary and Treasurer for the first year were appointed. It reads thus: "That Mr. C. Stuart and Mr. T. Jones be elected to hold jointly and separately the combined offices of Secretary and Treasurer." We cannot explain how these two gentlemen managed to fulfil the letter of their appointments.

Since those days, however, the Club has made big leaps and bounds, and to-day the Club membership list includes nearly every young man of the Colony, and there is now a roll of membership totalling something over 400. The Club is growing old, but Clubs do not like men; they become more vigorous with age. It is thus that the Victoria Recreation Club, and, in its sixtieth year, it is stronger than ever it was, is more respected and has a brighter future. Long live the V.R.C.

NETHERLANDS INDIA
COMMERCIAL BANK.

DIVIDEND DECLARED.

We are informed that telegraphic advice has been received by the local manager of the Bank that a dividend of 10 per cent for the year ending 31st December, 1908, has been declared.

N. Y. K. SERVICE.

WIRELESS ON PACIFIC LINERS.

The *Mainichi Shimbun* reports, according to the *Japan Herald*, that the wireless telegraphic service on the European liners of the N. Y. K. is to be opened from next year, but as to the arrangement for the purpose on land there will be no necessity to make any enlargement. Owing to the remarkable progress of "wireless" communication, cap now be made over a distance of 1,200 miles. As to communication on the American route, it was once talked of to establish an office at Kinkasan, besides Choshi and Ochiishi, but now no inconvenience is experienced though no station was established at Kinkasan. What is thought most important at present is to establish an efficacious stand on a large scale near Tokyo and it is now under consideration by the authorities. As to the communication on the coast of the Japan Sea, the office is established only at Tsushima. It is said that one more may be established according to the result of the experimental service of the *Kagoshima Maru* which has recently had apparatus installed and that for some time one more office will be established within this year.

HONGKONG BANK ROBBERY.

APPLICATION FOR RETURN OF LADY'S
JEWELLERY.

Soon after Mr. Nunn took his seat this morning, says the *Straits Echo*, of June 22, Mr. Samuel, of the firm of Messrs. Fraser and Matthews, mentioned the case of Lim Chee Saing—who is charged with embezzlement of large sums of money belonging to the Hongkong and Shanghai Banking Corporation. He asked his Worship to fix a date to proceed with the preliminary inquiry and the hearing was postponed till Friday, the 25th inst.
At this stage, Mr. Welford made an application on behalf of Miss Boyle. He said that his client had accompanied Lim Chee Saing to Hongkong; that when the latter was arrested in that place, the local police took charge of her jewellery, which they handed over to the Penang police; he applied to them for the return of the same; but was told to get an order from a magistrate; that his client had been "brought down" with Lim Chee Saing. [There was some argument between opposing Counsel in regard to the terms "came" and "brought" with reference to Miss Boyle's transport from Hongkong to Penang.] Counsel, therefore, asked the court to pass orders for the return of the jewellery to Miss Boyle, contending that the police had no claim to the same. The magistrate asked Mr. Samuel if he had any objection to the application. Counsel, after a few minutes' consultation, with Chief Detective Inspe. Kirke, opposed the application. He stated that a portion of the property in question might belong to Miss Boyle; he was positive that the other portion belonged to Lim Chee Saing—any rate, he had reason to believe, the latter ordered the things, but had not paid for them. Counsel further maintained that the property was in "safe keeping." Some argument ensued and eventually Mr. Samuel asked that the application might be held over till the next hearing, by which time he hoped to be in a position to acquaint himself well with the facts. The court concurred, and the application was postponed till Friday.

Piracy in Deep Bay.

JUNK PASSENGERS BOUND AND
GAGGED.

ARRESTS EFFECTED BY WATER POLICE.

28th ulto.

News of a daring piracy which was perpetrated the other day in the very heart of civilisation, as it were, reached us early this forenoon. The occurrence was as daring in its nature as it was unexpected in its perpetration, and that the Police should have been able to bring to book some of the culprits could scarcely be regarded as a matter of course. The latest outrage is yet another instance that there are pirates of the deepest dye infesting the surrounding waters of the Colony—men who would not hesitate to commit the grossest acts of atrocity if a moderate haul is assured.

Before going into the scanty details of the outrage as they are available, it should be stated for the information of our readers that the circumstances leading up to the daring sea robbery are such as may point a moral, and the necessity of carrying out the retrenchment policy too far. It may be remembered that recently Government had decided to adopt a policy of retrenchment in the various departments. Following this policy of cutting down expenses, it was announced the other day that the Police Department was putting up No. 3 Police launch for sale. No. 2 Police launch broke down lately and has since been laid up for repairs. Thus it came to pass that there was no launch left for the patrol of the extensive stretch of water in Deep Bay, where the population boast of a society for piratical activities. This left the brunt of the work on No. 1 launch, which was left to do all the patrolling work which was previously done by three launches. Now without detracting from the noted efficiency of the Police, it could not be expected that one solitary launch could successfully carry out the performance of duties which of right belonged to three. It may further be stated that the Police station at Fingchow has also been withdrawn, and as a result of compensation for these cheese-paring measures, the Government leader *Stanley* was brought into requisition to do Police duty at long intervals. But this did not fully make up for the short-handedness caused by the annual circumstances already outlined. The bolder spirits of Deep Bay, keenly watchful as they are for the slightest opportunity to effect a haul, recognised in the fact that the Water Police were undermanned a good chance for putting into practice their nefarious plans. In this they did not fail; for on the night of Tuesday last they successfully evaded Police vigilance and bore for a fishing junk with a number of peaceful crew on board. No sooner were the robbers aboard the junk, then they ordered the frightened fishermen to keep a strict silence under pain of death. They then bound and gagged their unfortunate victims and landed them on an island, whence they were taken away by the robbers.

It is reported that a number of arrests have been effected. There are doubtless a few evil characters who have managed to avoid Police vigilance and it is even suggested that they would not hesitate to attack the launch *Marion* which is engaged in towing junks with valuable stores to the Railway. Such store as explosives, etc. would be a valuable requisition to the sea-rovers. An immense stretch of water affords these lawless bandits an excellent opportunity to molest peaceful people with every hope of successful escape from pursuit, and it is to be hoped increased Police vigilance will prevent further outrages being committed in a locality which is noted for its evil characters.

29th ulto.

With reference to the piracy in Deep Bay which took place on the 28th instant, reference to which appeared in our last issue, two men were brought up before Mr. F. A. Hazeland (First Police Magistrate) at the Magistracy this morning and a formal remand was obtained for a week.

THE PRATAS ISLANDS.

SETTLEMENT IN SIGHT.

Tokio, June 22.

The difficulty with regard to the ownership of the Pratas Islands is nearing a solution. Japan proposes to sink her claim to the islands provided China duly compensates the Japanese settlers who have established themselves there, for their property. China is now said to be proposing to purchase the plant on the island at the price asked by the Japanese, and suggests that a Chinese and Japanese commission shall investigate the actual conditions prevailing in the island with a view to a settlement.—*N. C. D. News.*

COMMISSION APPOINTED.

Tokio, June 24.

H. E. Chang Jen-chun, the Viceroy at Canton, has agreed to a joint investigation of Pratas Island by Chinese and Japanese Commissioners. The Viceroy has appointed a Chinese Commissioner, and Japan will be represented by Mr. A. Segawa, Japanese Consul at Canton.—*N. C. D. News.*

The following editorial comments appear in the *N. C. D. News* of 25th ulto. Judging by the telegrams from Tokio this week the Pratas Island controversy is in a fair way to arrive at a settlement. The dispute dates from about the beginning of last March, at which time a party of Cantonese fishermen complained that they had been driven from Pratas Island and the adjoining waters by Japanese colonists, who had taken possession of the island (at what time is not clearly stated but apparently within the last three years) and were working it for its valuable deposits of guano. That Pratas Island is a Chinese possession the Japanese Government was quite prepared to admit; it asked for documentary evidence which China could not produce. There appears, however, to be no doubt that Chinese dwellings and even a Chinese temple were in existence on the island when the Japanese arrived; and although the amazing inertia of Chinese officialdom had permitted others to discover the true value of the island, it was clearly impossible not to recognize the Chinese claim. Last Wednesday we were told that such recognition would be accorded in return for compensation to the Japanese settlers. To-day a further telegram states that Commissioners of both nationalities are about to proceed to the island. The dispute for compensation does not appear to be altogether equitable. That Japan has already as good as admitted Chinese ownership of the island, is proved by her expressed willingness on certain conditions to recognize that fact. In the light of this admission, the Japanese settlers stand convicted of trespass and the utmost they can fairly expect is to retain what profits they have already amassed. It is yet uncertain whether China has accepted the idea of compensation, or whether she merely proposes to buy the plant on the island. But the latter idea should certainly afford a sufficient basis for negotiation.

MACAO BOUNDARY QUESTION.

CHINESE COMMISSIONER IN HONGKONG.

20th ulto.

Very shortly, it may be expected the labours of the Macao Boundary Commission will commence in Hongkong. As already reported last week, the Portuguese Commissioner, General Joachim Machado, and suite arrived in the Colony from Lisbon, and had since visited Macao, where the Commissioner is holding a conference with the Governor of that Colony. General Machado is expected back in Hongkong to-morrow.

His Excellency Kao Erh-chien, Chinese Commissioner, arrived from Canton by the Chinese gunboat *Kwang Tsai* at 4.30 p.m. yesterday. H.E. the Governor sent his Aide-de-Camp, Capt. P. H. M. Taylor, to meet the cruiser on arrival, with a letter of welcome to His Excellency. His Excellency Kao, who is accompanied by Secretary (Wu), and suite, has taken up his residence at "Glenside" Buildings during his stay in Hongkong.

At 11 o'clock to-day, Mr. J. J. Lellis, Consul for Portugal in Hongkong, paid an official visit to H.E. Kao Erh-chien at his residence. The compliment was returned this afternoon when, at 3 p.m., His Excellency Kao, attended by his secretary, Mr. Wu, and accompanied by Mr. Harris, Commissioner of the Chinese Imperial Maritime Customs, called at the Portuguese Consulate and expressed the hope that the friendly relations initiated between the two representatives might be as cordially maintained—a hope which, needless to say, was very cordially reciprocated.

Up to the present nothing has been definitely decided as to the date and place when and where the Conference is to be held. These are matters that must be left for settlement at the preliminary meetings of the two Commissioners. In the meantime the agitation in Canton continues unabated. Our Canton correspondent, in his letter pointed elsewhere in this issue, makes reference to the fact that the Society for the Protection of Boundary Rights, Very judiciously, the Viceroy has prohibited the publication of the report of proceedings at that meeting lest the minds of the ignorant natives—so distinct from the better class—might be agitated against the Portuguese. Our information derived from trustworthy sources in Canton is to the effect that various resolutions were adopted at the meeting on Sunday. The most important resolution deals with the proposal for retrenchment in the territory of territory which they are alleged to have encroached. The meeting also resolved to nominate two delegates (since duly appointed) to proceed to Hongkong with a staff of native clerks whose business it will be to assist the Chinese Commissioner with information, etc. during the progress of the Conference. It is hardly conceivable that these delegates will be accorded any official status by the Special Commissioners or be permitted to take part in the deliberations of the Commission.

GENERAL MACHADO'S RETURN.

30th ulto.

General Machado and suite returned from Macao by the Portuguese gunboat *Patric* this morning. Upon leaving for the Port of Canton, the Portuguese Commissioner had secured apartments at "Kingsclere," into which His Excellency, Senhor Cinatti and Capt. Norton moved from the Hongkong Hotel this afternoon.

APPOINTMENT OF ASSISTANT CHINESE
COMMISSIONERS.

[From Our Own Correspondent.]

Canton, 29th June.

At the request of the Special Imperial Delimitation Commission, H.E. Ko Yu Chiu, the Viceroy, has appointed Messrs. Chow Sai, Koi Cheung and Hui Tuang Wai to assist him in the conduct of pending negotiations with the Portuguese Commissioner.

AGITATION IN CANTON.

The Canton Self-Government Society has issued circulars conveying a public mass meeting to take place to-day, the 29th instant, in connection with both the *Pratas* incident and the question of the delimitation of Macao. In the opinion of most people the wording of the circular is couched in such terms as are calculated to stir up the feelings of the people against the Portuguese in both these matters.

A PEKING TELEGRAM.

H.E. Liaou Tun-yen, President of the Wai-wup, has telegraphed refusing to allow the Macao Boundary question to be negotiated in Peking.

HONGKONG DOCK CO.

LOWEST BIDDERS FOR MANILA CONTRACT.

The Hongkong and Whampoa Dock Company were the lowest bidders for six wooden lorries for use by the Quarter-master's Department at Manila, their figure being \$22,500, gold, for the six. The other bidders were: Fred Wilson and Company, \$28,600; El Varadero de Manila, \$31,000; Juan Rodriguez, \$35,300; Cho Chun Lung, \$36,500.

PROTECTION OF SONGBIRDS.

THE JAPANESE NIGHTINGALE.

In Japan, especially in Tokyo, Osaka, and other large cities, nightingales are very popular as pets, and the best specimens are said to realise as much as a thousand yen. Last autumn a few species of small birds were added to the list of those protected, the nightingale being among the number. We learn from the *Osaka Jiji* that Isoda Genuo, a dealer in songbirds at Awabori, Ichome, Osaka, under the name of "Torien," with an office in Wakayama has been charged with a violation of the Game Law in this matter. Isoda has a reputation as the best trainer of nightingales in the Kansai district, and he is alleged to have broken the law by continuing to catch young nightingales since the new legislation was adopted last autumn. Evidence having been obtained by the police, he was arrested a few days ago, and confessed that he had captured over three hundred young birds in the neighbourhood of Rokkasan, Shikoku in Nara, and in Kishu since the beginning of last month, when the breeding season opened, and that most of the birds had been disposed of in Osaka. He had in his house over a hundred, which he was training. The birds were seized, and the man was prosecuted on a charge of infraction of the Game Law. Bird dealers in Osaka who have bought young nightingales from Torien are said to be in a state of panic. Some of them have sent their birds from while others are sending them to relatives in the interior.—*Japan Chronicle.*

HONGKONG GYMKHANA CLUB.

THIRD MEETING.

The programme of the third meeting to be held at the Happy Valley, on Saturday, 3rd July, (weather permitting) is as follows:—

1.—3.30 p.m.—ONE MILE FLAT RACE.—For subscription griffins of season, 1908-09. Weight for inches as per scale. Winners of one race at this season's gymkhana, or at 1909 meeting, to lbs. extra two or more races 14 lbs. extra. To be ridden by owners. Pony to have been the property of rider for at least one month prior to date of entry. Entrance fee \$5. First prize: presented, and prize: \$25.00. 3rd prize: \$10.00 (Entrance fees to go to winner).

Mr. Blank's Grey Back, 169 lbs.
Mr. D. L. M. Tamar, 161 lbs.
Mr. F. B. Deacon's Blue Bird, 164 lbs.
Mr. H. G. Moore's Lynx, 155 lbs.
Penalty of 10 lbs.
Penalty of 14 lbs.

2.—3.50 p.m.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open griffin race allowed 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by a pony scoring most marks in the races for the Gymkhana Stakes at the gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. 2 lbs. to be deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulate up to 15 lbs. Entrance fee \$5. 2nd prize: \$15. (Half entrance fees to go to winner).

Points awarded up to date are as follows:—
Garth 8
Triad 6
Sportsman 1
Best Friend 1

Mr. Dryadus's Best Friend, 151 lbs.
Hon. Mr. W. J. Gresson's Garth, 151 lbs.
Hon. Mr. W. J. Gresson's H. H., 146 lbs.
Hon. Mr. W. J. Gresson's Lamerton, 146 lbs.
Mr. Lesson's Seafoam, 141 lbs.
Penalty of 15 lbs. Penalty of 10 lbs.

3.—4.10 p.m.—THREE QUARTERS OF A MILE HANDICAP.—For all China ponies. Entrance fee \$5. First prize: Presented, and prize: \$25.00. 3rd prize: \$10. (Entrance fees to go to winner).

In the event of top weights not starting weights to be raised all round, i.e. top weight starting to carry 165 lbs.
Hon. Mr. W. J. Gresson's Garth, 160 lbs.
Mr. Dryadus's Best Friend, 161 lbs.
Hon. Mr. W. J. Gresson's Just-in-Time, 161 lbs.
Hon. Mr. W. J. Gresson's Dart, 151 lbs.
Hon. Mr. W. J. Gresson's Lamerton, 151 lbs.
Mr. Johnstone's Hertsfield, 151 lbs.
Mr. O. C. R. Hill's Dredgoubt, 151 lbs.
Hon. Mr. W. J. Gresson's H. H., 151 lbs.
Admiral Lambton's Kamrah, 151 lbs.
Mr. Johnstone's Sir Henry, 151 lbs.
Mr. Lesson's Soudan, 149 lbs.
Mr. Blank's Sir Joseph, 146 lbs.
Mr. Johnstone's Jax, McKie, 144 lbs.
Lieut. Beckwith's Cavalier, 141 lbs.
Commodore Lyons's Sea, 138 lbs.
Mr. K. R. Dronckengau, 137 lbs.

4.—4.40 p.m.—INDIVIDUAL TENT-PEGGING COMPETITION.—China ponies only to be used. Best of three runs. 3 points for a Carry; 2 for a Draw and 1 for a Touch. The Judge has at his disposal 2 points for Pace and Style over all three runs. Lance exercise will not count towards style. Lances as supplied by the Club, or of a similar pattern must be used. Entrance fee \$5. A Cup will be presented at each Competition by the Hongkong Gymkhana Club.
Captain Barker—"The Buffs."
Mr. C. H. Maxwell.
Mr. C. H. Brice—"The Buffs."
Mr. W. S. Dupree.
Major Eaton—"The Buffs."
Captain Fitch—"R.A."
Mr. John Johnstone.
Mr. H. G. Moore—"R.A."
Mr. F. Thicknesse—"R.A."
Lieut. R. P. Wedd—"The Buffs."
Mr. H. J. Gedge.
Mr. G. C. Moxon.
Mr. Potter—"The Buffs."

5.—5.15 p.m.—HURDLE RACE. ONE AND A QUARTER MILE.—Over less than eight rights of hurdles. For all China ponies. Catch weights 11 stones, 5 lbs. Jockeys who have not won more than 2 official races in Hongkong, Shanghai or Tientsin, allowed 5 lbs. 1st prize: presented, and prize: \$25. 3rd prize: \$10. (Entrance fees to go to winner).

Mr. D. L. M. Tamar, 159 lbs.
Mr. Dryadus's Best Friend, 159 lbs.
Major H. Flindley's Polo stick, 159 lbs.
Mr. Gegg's The Gift, 159 lbs.
Hon. Mr. W. J. Gresson's Little Dot Rose, 159 lbs.

Mr. John Johnstone's Sir Henry, 159 lbs.
Mr. John Johnstone's Blue Bird, 159 lbs.
Captain Lamb's Macao, 159 lbs.
Mr. E. O. Lee's Hourhand, 159 lbs.
Mr. Thicknesse's Hare Bag, 159 lbs.

6.—5.40 p.m.—ONE AND A QUARTER MILE FLAT RACE. HANDICAP.—For all China ponies. Entrance fee \$5. First prize: Presented by the Hongkong Gymkhana Club, and prize: \$25. 3rd prize: \$10. (Entrance fees to go to winner).

In the event of top weights not starting weights to be raised all round, i.e. Top weight starting to carry 165 lbs.
Mr. Dryadus's Best Friend, 161 lbs.
Hon. Mr. W. J. Gresson's Garth, 156 lbs.
Hon. Mr. W. J. Gresson's Just-in-Time, 154 lbs.
Mr. Dryadus's Triad, 151 lbs.
Hon. Mr. W. J. Gresson's Lamerton, 148 lbs.
Mr. Lesson's Seafoam, 146 lbs.
Messrs. Leash & Moore's Sportsman, 143 lbs.
Mr. Blank's Grey back, 143 lbs.
Mr. Johnstone's Jax, McKie, 140 lbs.
Hon. Mr. W. J. Gresson's H.H., 138 lbs.

News has been received in Shanghai that the Standard Oil steamer *Hudson* from Taku Bay with a cargo of salt for Eching, near Chinkiang, was badly ashore on the Middle Bank in the North Channel. The news was first brought to Shanghai by the steamer *Orion* who reported seeing the *Hudson* ashore, and the vessel flying signals and asking that assistance be sent out for her. Towboats and lighters have been sent to the scene and after the vessel had been refloated without any damage at the place where she is ashore is all mud bottom. The water is falling rapidly and is not expected to rise again before next Monday. The vessel has a list of twenty degrees to port and the work of lightening her is being rapidly carried forward by the Shanghai Tug and Lighter Co.

THE YARN DISPUTE.

INTERESTING APPEAL AT THE
SUPREME COURT.

28th ulto.

In the Supreme Court this morning, before the Full Court, consisting of the Chief Justice (Sir Francis Piggott) and the Puisne Judges, an application was heard for leave to appeal against the decision of the Chief Justice in the action brought by Messrs. S. J. David and Co. against their late compradors (Mr. Chan U Chiu) to recover the sum of \$648,816.67 and interest at the rate of 5 per centum per annum from the date the writ was issued and until payment or judgment. This large claim was alleged to have arisen in connection with dealings in cotton yarn, for which the plaintiffs alleged, the compradors were liable. The defendant entered a counter-claim to recover the sum of \$55,000 alleged to have been deposited with them. This was denied by Mr. Duncan McNell, a Shanghai barrister, with whom was Mr. C. J. Alabaster, instructed by Messrs. A. G. Jackson and H. J. Gedge (of Messrs. Johnson, Stokes and Master) appeared on behalf of the appellants. Sir Henry Berkeley, K.C., assisted by Mr. M. W. Slade, instructed by Mr. J. Scott Harston (of Messrs. Ewens and Harston) represented the respondent.

Mr. McNell said that this was an appeal from the judgment of the Chief Justice delivered on the 23rd December last. The action arose on the following circumstances. Messrs. S. J. David & Co. were claiming against their compradors a sum of \$648,816.67 odd which plaintiffs said he had agreed to pay them in respect of certain losses incurred in the course of the plaintiff Company's dealings with Chinese customers. Counsel drew the attention of the Court to a certain paragraph of the pleadings and then proceeded to read the particular passage to the Court. The argument alleged that the statement of claim was defined as being constructed upon the sense of a certain document dated the 27th January, 1906. Defendant denied that any such agreement was entered into as set up in the statement of claim, and also denied that the document bore such an agreement. At the time of the hearing of the case, Counsel for the plaintiffs produced two documents, called one witness to prove the losses and to show how they were made up. Rebutting evidence had been used and Counsel for the defendant had called a witness to call case entirely on the construction of various documents.

Sir Henry Berkeley—did not abandon the right to call witnesses.
Mr. McNell agreed on the point.
After further arguments, Counsel proceeded to say that the Chief Justice gave judgment in favour of the defendant and it was from that judgment that the present appeal was being brought. Counsel read to the Court some material passages of Counsel said it was impossible for the Court to take the documents or the arguments based upon them otherwise.

Counsel cited authorities at length and argument for the appellants was still proceeding when the Court adjourned till 10.30 to-morrow.

29th ulto.

Further argument was heard in the Supreme Court to-day in the case in which Messrs. S. J. David and Company are bringing an appeal against the decision of the Chief Justice delivered on the 23rd December last, in which plaintiffs claim a sum of \$648,816.67 from their late compradors (Mr. Chan U Chiu). The hearing was adjourned.

30th ulto.

In the Supreme Court this morning, before the Full Court, the appeal case was resumed against the decision of the Chief Justice in the action in which Messrs. S. J. David and Co. proceeded against their late compradors, Chan U Chiu, to recover the sum of \$648,816.67. Messrs. D. McNell and C. J. Alabaster, instructed by Messrs. H. J. Gedge and A. G. Jackson (of Messrs. Johnson, Stokes and Master), appeared for the appellants (plaintiffs), while Hon. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. J. Scott Harston (of Messrs. Ewens and Harston), represented the defendant. Further argument was continued and the case was again adjourned.

1st inst.

The fourth day's hearing was reached in the Supreme Court this morning in the case in which Messrs. S. J. David & Co. are appealing from the judgment of the Chief Justice delivered on the 23rd December last in favour of the firm late compradors (Mr. Chan U Chiu) against whom the plaintiff firm brought an action to recover the sum of \$648,816.67, said to have been lost in some yarn transactions with Chinese yarn-dealers. Mr. Slade continued his argument, which lasted for a considerable time. The case has been adjourned.

HALF-SEAS OYER.

HONGKONG GARRISON TEAM.

ARRIVAL IN KOBE.

The Hongkong Garrison team arrived at Kobe by train yesterday morning from Yokohama, reports the *Japan Chronicle*, of 22nd ult., and were met at the station by members of the K.C.C. and others. A more depressing day than that on which the visitors arrived in Kobe could hardly be imagined, but it is hoped that the weather will be fine enough during the remainder of the programme being carried out. The tennis matches originally fixed for Monday and Tuesday are now down to be played to-day and to-morrow, while Thursday and Friday is devoted to cricket. The L.C.C. dinner in honour of the Hongkong visitors will be given on Friday evening at the Oriental Hotel.

The following is the programme of the lawn tennis matches:—

Doubles to be played this afternoon, commencing at 3.00. Captain Beasley and Lieutenant Byrne play Messrs. C. J. Lucas and J. M. Morrison, at Kobe. Captain Beasley and Lieutenant Whyte play Messrs. R. G. Crane and S. Stephens, at Mirum. Captain Baird and Lieutenant Salter play Messrs. J. E. Crane and T. D. Wright, at Mirum. Captain Garrett and Lieutenant Bagnall play Messrs. G. Millward and H. V. Wilkinson, at Kobe.

Singles to be played to-morrow morning, commencing at 10.30. Capt. Beasley plays Mr. J. M. Morrison, at Kobe. Lieutenant Whyte plays Mr. T. D. Wright, at Mirum. Lieutenant Salter plays Mr. S. Stephens, at Mirum. Lieutenant Bagnall plays Mr. H. V. Wilkinson, at Kobe.

Singles to be played to-morrow afternoon, commencing at 3.00. Lieutenant Byrne plays Mr. R. G. Crane, at Mirum. Captain Baird plays Mr. C. J. Lucas, at Kobe. Capt. Baird plays Mr. G. Millward, at Kobe. Capt. Garrett plays Mr. J. E. Crane, at Mirum.

INTERPRETATION.

Five but rather dull weather attended the opening to-day, 22nd ult., of the tennis matches between Kobe and the Hongkong Garrison Team.

The Interport Doubles were played at Kobe this afternoon, in the presence of a fair concourse of spectators. Messrs. C. J. Lucas and J. M. Morrison beat Captain Beasley and Lt. Byrne by 3 sets to 1, the scores being 6-2; 6-3; 6-3; 6-3; 11-9; 7-5; and 10-8.

In the Mixed Doubles—Mr. Beasley and Lieut. Byrne playing off Hongkong and Mr. Feast and Mr. Morrison for Kobe. Kobe won each set, the scores being 8-6; 7-5; and 6-4.

At Mirum play opened at 3 o'clock. Captain Beasley and Lieutenant Whyte meeting Messrs. R. G. Crane and S. Stephens. The result was 7-5; 10-8; 2-6; 6-4.

Capt. Beasley and Lieut. Whyte (Hongkong) beat Messrs. Crane and Stephens (Kobe), the scores being 6-2; 6-3; 6-3; 6-3; 11-9; 7-5; and 10-8.

Captain Baird and Lieutenant Salter (Hongkong) beat Messrs. J. E. Crane and T. D. Wright (Kobe), the scores being 6-2; 6-3; 6-3; 6-3; 11-9; 7-5; and 10-8.

CHINA'S CURRENCY.

MINTING NEW COINS.

United States bullion merchants have, according to the *Wall Street Summary*, received official intelligence from China that the recent large shipments of silver from London and New York have been absorbed for account of five of the nineteen mints of the Empire which began coining under the recent Imperial Act beginning May 15th. The first minting was of Hainan, a mint which in the past had all payment through Customs houses and for Imperial and provincial taxes. The edict which has ordered the coining of these 15 calls for a consumption of 97,000,000 ounces of 999-1000ths fine silver. Only a small part of this requirement is available for coining during this year, but arrangements are being perfected whereunder an increase in Imperial taxation will be farmed out to syndicates of native Chinese bankers who will undertake the requirements for a sufficient tonnage of silver to provide all the mints with sufficient metal before the beginning of 1901.

The provision for coining Hainan is only a small part of the comprehensive plan adopted by the Imperial Government of China for issuing silver coins in the form of dollars and fractional parts thereof, down to five cent pieces. Of late, 50,000,000 pieces are to be coined within six years, and they may be considerable measure to displace tonnage of debased bronze coins termed *cash*, which are the vexation of small traders in parts of the Empire. American copper, 50,000 tons which was purchased for account of China's provincial mints four years ago, was all coined into coins called *cash*. The whole amount was soon lost sight of in the three provinces that obtained the coins, as the people hoarded them, and the application of the spirit of Gresham's law that is as well understood in China as in Europe and America.

According to the reports of the mint masters of the nineteen mints of China submitted to the Throne and to the provincial viceroys, pressing wants of bronze coins preferred by the associations of merchants called *hongs*, call for a coining that will require 75,000 tons of high conductivity electrolytic copper. None of the mints has any stock of new metal. The small amount of work that has been done of late has been in recoinage of silver and bronze pieces. The Chinese Board of Finance, in formulating an opinion with reference to the recoinage of the silver standard for the Empire, says:—

"In conforming to the Standard of money used by the European countries of 4,000 years, we do not gladly in the light of all that has been revealed in recent years of the crippling effect of the single gold standard upon several European countries and the United States which is made evident to us by the numerous societies of European merchants who are demanding of their governments an enlarged use of silver, and the report adopted by the Imperial Government of Germany within a few months based upon the petitions of the greatest banking and commercial interests of Germany, which want much more silver injected into the currency of that nation."

"The Hongkong Chamber of Commerce, which endeavoured to influence China's Board of Finance in favour of the single gold standard admits its failure, and facilitates the Colony that it will have two years in which to make ready for the vast inflowing of new Chinese silver coins into all parts of Asia where the Chinese are important factors in commerce. The new Chinese coins are to be made with

less alloy than those of Europe and the United States, which is done to prevent the transfer of the new coins by weight on the basis used by merchants who handle European and American dollars by weight.

This forward policy of the Empire of China which calls for ten years' working of the nineteen mints at the high rate of production is the most important piece of news that has come to the silver producers of North America for years. Interviews with the principal New York exporters to China, Japan, the Straits Settlements and East India, indicate that these merchants expect the vast silver coining policy just adopted by China to be a tremendous factor in increased exports of American petroleum, silver, copper, cotton, cotton cloth, flour, canned goods and articles of metals to all parts of China.

A YEAR'S FIRES.

FIRE BRIGADE REPORT FOR 1900.

The report, dated 5th May, 1900, of Mr. F. J. Barley, superintendent, Fire Brigade, for 1900, was laid on the table of the Legislative Council last Thursday afternoon. It reads:—

There were 31 fires and 59 incipient fires during the year as against 39 and 76 in 1900. The estimated damage done by fire was \$5,000,000 and by incipient fires \$1,000,000 as against \$11,700,000 and \$1,500,000 in 1900.

The brigade turned out 43 times during the year.

There was constant supply of water in the fire mains throughout the year.

Two fires occurred in the harbour during the year.

There was one prosecution for arson in connection with the fire at No. 69 Bonham Strand. A man was arrested and charged, but no conviction was obtained.

There are 34 dispatch boxes kept in different places in Victoria and 9 in Kowloon, 8 different telephones to which the Police can have access to communicate with Central Station in the event of a fire and 16 fire alarms.

The conduct of the brigade has been good.

MR. R. MITCHELL IN SYDNEY.

INTERVIEWED BY PRESSMAN.

After 2½ years as manager of the Hongkong and Whampoa Dock Company, in Hongkong, Mr. R. Mitchell has arrived at Sydney. He is making the trip for pleasure, and has never been in Australia before.

An *Evening News* reporter had a chat with Mr. Mitchell at Petty's Hotel this afternoon, (May 21) and was informed that times had not been altogether bright in Hongkong lately. Shipping has suffered a good deal, and until quite recently there were in the harbour there something like 18 steamers waiting for a rise in the freight market.

The Dock Company, which Mr. Mitchell had charge of for so many years, is capable of taking in the biggest battleship afloat, and is always busy.

"Your hours of labour?" said the reporter.

"Well, the men work nine hours a day, but we keep things going all day, all night, and on Sundays."

"The class of labour?"

"Chinese, skilled and unskilled, and good men they are, too. I should say I had about 400 of them, so I know a little about their habits."

"Have you any opposition there?"

"Yes, the China Navigation Company has opened a large dock, so there is now plenty of competition."

Speaking with regard to the opium traffic, Mr. Mitchell said there was a good deal of feeling in Hongkong just now about the proposed closing down of the opium farm. If such a thing is done, the revenue of the colony will suffer severely. He had not seen much opium smoking among the 4,000 men in the employ of the Dock Company, nor did he think the habit was very strong in Hongkong.

"You can say," remarked the visitor, "that the boycott of Japanese goods has not yet been lifted. A few weeks before I left in the steamer *Eastern* for Australia, a meeting of Chinese merchants was held, and it was decided to carry on the boycott."

"Can you say anything about the railway extension now being carried out in China?"

"Yes. The work is being pushed on. Sleepers are being imported from Tasmania, and generally speaking no time is to be lost. There is a scheme by which it is intended to connect with the Siberian Railway, so that it will be possible to travel by rail from China—well, pretty well all the way to Italy."

"Is the Siberian route popular?"

"I should say so. Lots of people go to England and the Continent that way from Hongkong."

"Does it save much time in the delivery of mails?"

"Yes, close on a week. Letters have been received in Hongkong in 18 days, while by steamer route the time is 24 days."

"This railway then means a great saving of time?"

"Oh, yes; and the Chinese Government is enthusiastic about it."

"We've heard a lot about a new Chinese Navy," said the reporter.

"It is only a myth," replied Mr. Mitchell. Of course, there has been a great deal of talk about it, but I don't think it will get beyond that stage for many years to come."

Questioned as to whether it was true that a Glasgow shipbuilding firm intended starting business in Hongkong, the visitor shook his head and said: "No." "Ours was the only shipbuilding yard," he said, "and we did do a great deal of it. We certainly built a number of river steamers—some up to 3,000 tons."

"A fair size for a river steamer."

"Yes, not bad; but they had three decks, too. A fine type of boat; but I haven't heard anything about a Glasgow firm shifting out to Hongkong."

Mr. Mitchell, in conclusion, remarked: "I have not seen much of Australia yet, but what I have seen, looks good."

AN ABORTIVE DISTURBANCE.

FUN IN STONE-THROWING.

The story of a little disturbance whereby a breach of the peace might have been caused was told before Mr. F. A. Hazeland in the Police Court this morning. An employee at the Victoria Distillery at Kowloon proceeded against a Chinaman for assault. Complainant says that the Chinaman assaulted him with a bamboo pole. Then complainant added something which was delightfully candid. He said he was struck by a stone because he was accidentally struck by a stone which complainant threw at another man.

Mr. Hazeland (to the interpreter)—Tell him he had no business to throw stones at anyone.

Defendant said: "I threw it just out of fun."

His Worship bound over both defendants to the sum of \$100 to keep the peace for six months.

CANTON DAY BY DAY.

APPOINTMENT.

[From Our Own Correspondent.]

Canton, 25th June.

Taotai Wong Ping Yun, at present Resident Director General of the Canton-Hankow Railway at Canton, has been appointed by Imperial Decree of 22nd instant to be Taotai of the prefectures of Ko Chow, Lai Chow and Yueung Kong.

DRASTIC PUNISHMENT.

The Shun Tak magistrate has applied to the Canton high authorities for authority to execute eleven of the prisoners who attempted to escape from the prison and were afterwards recaptured.

PRICE OF RICE.

In consequence of the recent floods, the price of rice has been rising considerably for some time. Now owing to the large importation of this staple to the South from Wuhu, the price is gradually going down in the city and in the town of Fatsan.

CONSULAR VISIT.

This morning, at 11 o'clock, the Viceroy received the American Consul at Canton.

26th June.

THE DELIMITATION OF MACAO.

As the Portuguese Delimitation Commissioner, General Joachim Machado, has arrived, with whom negotiations are expected to be conducted very shortly by H.E. Ko Yu Him, Chinese Special Commissioner, the Canton Society for the Protection of Boundary Rights has now convened a public meeting to be held on the 27th instant at the leading assembly hall (Ming Luen Tong) for the purpose of providing all possible information to H.E. Ko Yu Him in connection with the vexed question.

THE OPIUM QUESTION.

Two days ago, upon information received that a number of opium dens were open in Lan Shek, the Namoio Magistrate sent a deputy to the locality to seal up seven of these establishments.

SHOP CLOSED.

Yesterday, the Chun Lee shop in Sha Kee Street was discovered to have allowed a number of people to smoke on their premises and was therefore ordered by the local officials to be closed.

RUMOUR OF MURDER OF FOREIGNERS.

A rumour from the district of Taang Shing states that, on the 18th inst., through some unknown reason, two foreigners (nationally not mentioned) were killed by the ignorant natives of the Ma Che village, and the district magistrate proceeded to the scene on the following day to investigate the matter and to make an inquest on the dead bodies. So far the rumour has not been confirmed, and it is not certain whether the occurrence is true, as no official report has been received by the Canton officials.

SOLDIERS DROWNED.

On the 23rd instant a guard boat when on her way to Yuet Shing, in Shui Hing from Fatsan, was capsized when passing the vicinity of Wai Kiu. In the accident three of the soldiers on board the guard boat were drowned. The officer-in-charge of the boat was fortunately saved by a fisherman.

FIRACY.

On the 2nd day of this moon a passenger junk coming to Canton from San Wai was held up by pirates at a place near Pak Min, and a quantity of articles and goods to the value of some \$3,000 was carried away.

28th June.

THE PARACELS.

In connection with the scheme for the development of the Parcel Islands, the Canton officials have purchased a steam-launch from a certain German firm for the purpose of maintaining a service between the group of islands and Canton. This vessel is now lying in Canton Harbour. Admiral Li Chun visited her on the 24th instant.

INSPECTOR OF FINANCE.

A telegram has been received from Shanghai by the Canton officials that the newly-appointed Inspector of Finance at Canton will leave Shanghai for the South by the steamer *Tai Shan* on the 15th day of this moon and is expected to arrive at his destination in the course of ten days.

THE DELIMITATION OF MACAO.

Yesterday afternoon, H.E. Ko Yu Him, the Chinese Commissioner appointed to conduct negotiations with the Portuguese Government on the question of the delimitation of Macao, proceeded to Hongkong by the cruiser *Kiangtse*. It is expected that H.E. Ko will very shortly enter into the long-continued question with the Portuguese Commissioner, General Joachim Machado.

SOCIETY FOR PROTECTION OF BOUNDARY RIGHTS.

Yesterday, the Canton Society for the Protection of Boundary Rights held a meeting at Ming Luen Tong to discuss matters in connection with the Macao Delimitation question. It was decided that certain members of the Society should be deputed to accompany the Special Delimitation Commissioner appointed to conduct negotiations with the Portuguese Government. It was also reported that certain other resolutions have been passed at the meeting but these are withheld from publication.

A MISSIONARY CASE.

It is reported that the case in which an American missionary while on his way to preach a sermon on board a boat to Sam Kong in Namoio district was attacked by the villagers, has now been settled satisfactorily. The Chinese officials have promised a sum of \$1,500 to be paid as compensation to the missionary.

FOREIGN AFFAIRS AT CANTON.

H.E. Viceroy Chang Jen Chun has wired to Peking asking for the services of Mr. So Jui Chiu to be transferred to Canton as Secretary of Foreign Affairs to be in charge of the Canton Bureau of Foreign Affairs to fill the vacancy created by the transfer of Taotai Kim Ku.

OUTBREAK OF PLAGUE.

During the last two months several cases of plague have occurred in the city of Canton, but since the beginning of the 5th moon the epidemic seems to have gradually decreased.

29th June.

OPIUM SMOKERS FINED.

Seven opium smokers were arrested yesterday in Siu Ma Cham for smoking opium without the necessary wooden board licences. At the Police Court, five of them were discharged with a warning and the two others were made to pay a fine of \$5 each.

CONSULAR VISIT.

The Viceroy received the Japanese Consul this morning at 10 o'clock.

SHIPPING ACCIDENTS.

The steamer *Sun Chong*, on her way back to Canton from an excursion to Yuet Shing, ran aground at Tai Ping Shui on the West River, she remained there hard and fast for some hours before assistance was secured; she was towed off with the high tide and is none the worse for the incident.

The steamer *Kiangtse* on her return to Canton from Yuet Shing also met with an accident. She collided with the British ship, *Yungtong*, as reported by the China Merchants Steam Navigation Company, and both vessels sustained slight damage.

Most of the junks that carried passengers from Canton to Yuet Shing on the 23rd instant had their masts, which were erected on deck for deck purposes, blown off during a squall, which overtook the junks as they left the harbour. Fortunately no lives were lost. A guard boat, however, which was capsized a little above Fatsan, reports the loss of three men who were drowned.

SUSPECTS ARRESTED.

Yesterday, in Wah Nio Lung, inside the city, two men and one woman, natives of Fatsan, were arrested by the Namoio Magistrate on a charge of being alleged members of a certain unlawful society.

DARING GANG ROBBERY.

In Kweichow village, in the district of Shun Tak, there lived a wealthy man named Chan Ming Shek. On the 27th instant, at 8 o'clock in the evening, a gang of robbers numbering about two hundred, attacked Chan and ransacked his house, whence the robbers removed the valuable articles that they could get hold of. The property stolen is said to be worth over ten thousand dollars. To prevent themselves from being kidnaped, Chan, his wife and children hid themselves in another house, which was so strongly built and barred that the robbers could not succeed in breaking through the entrance. After trying for about half an hour to reach the inmates and failing to do so, the robbers emptied a few tins of kerosene oil into the building and set it on fire. The house was completely burnt down and all the inmates saved in it perished in the flames.

As the robbers were in overwhelming numbers the village militia felt scared and made no attempt to arrest the marauders. The case has now been reported to the Canton officials.

30th June.

H. E. CHANG JEN CHUN.

A telegram has been received from Peking to the effect that the present Viceroy of the Liang Kwang province, H. E. Chang Jen Chun, is transferred to Liang Kwang as Viceroy there to replace H. E. Tuan Fang, who is transferred to the province of Chihli. The present Governor of Shantung province, H. E. Yuan Shu Hsun, is appointed to be Viceroy of the Two Kwang in succession to H. E. Chang Jen Chun. H. E. Chang is instructed to proceed forthwith to take up his new appointment. Pending the arrival of the new Viceroy, H. E. Yuan, the Canton Provincial Treasurer, Mr. Seung Lum, is authorized to assume temporary charge of the Liang Kwang Viceregal yamen. This morning all the officials in this city called on H. E. Viceroy Chang to offer their congratulations on his promotion.

EXTRADITION OF PRISONERS.

The Commander-in-Chief Chun Ping Chik has asked the Viceroy to apply to the Hongkong Government for the extradition of the three alleged armed robbers Lu Ah Yik, Lu Shek Yuen and Wong Ah Wu, who were arrested in Hongkong a short time ago.

31st July.

PROPOSED TYPHOON REFUGES.

Mr. Yuo Lai Chun and others have submitted a petition to the Viceroy informing him that they propose to build a typhoon refuge in a place called Yuo Wang Chung, in the vicinity of Chun Lung Hoo, below Tai Sha Tau, with the view of affording adequate protection to vessels and sampans on the river against the danger of typhoons. A plan of the proposed undertaking was also handed to the Viceroy for his approval. In reply, the Viceroy stated that the proposed scheme is fully appreciated at its true value but it must first be ascertained whether the breakwater to be built at the selected site would not cause obstructions to navigation. The Shan Hou Chou and the Provincial Treasurer have to be instructed in order to send deputies to investigate the feasibility of carrying out the plan, before the project can be approved.

CANTON-HANKOW RAILWAY.

The president of the Canton-Hankow Railway Company at Canton, Sir Chiu Tze Liang, has been ordered by the Ministry of Communications and Posts at Peking for one month's leave of absence.

OFFICIAL APPOINTMENTS.

Since the receipt of the intelligence from Peking announcing the change in the Viceroyalty of the Two Kwang Provinces, it is now again rumoured in official circles here that the Canton Provincial Treasurer, Mr. Seung Lum, will probably be transferred to Honam on promotion as Governor of that province, and the vacancy thus created will be filled by the Canton Provincial Judge Wei Ching Tung. Taotai Wong Ping Yun will also in all probability be transferred to Huanan on promotion as Provincial Judge there.

NEW AGRICULTURAL COLLEGE.

It is reported that sometime in the 7th moon an agricultural college will be opened in Canton, outside the Eastern suburb. The founder of this institution is the Taotai for the Development of Native Industries (Chao Moeng Tsang). It will be placed under the charge of the American student Tsang Yau Hang. One hundred students will be selected for admittance into the College to receive training.

COMMERCIAL.

FREIGHT-MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular that there is a slight improvement in coast freight rates. There is no improvement in coast freight rates to report. In one or two trades the inquiry has been a slightly better one than of late, but owing to steamers being in ample supply, rates could not rise and in some instances have even further weakened.

In the direction Saigon to Hongkong there is absolutely no sign of a re-awakening of demand. One fixture has taken place on basis of 9 cents per picul. It is impossible to say whether or not this demand will be any appreciable demand and an advance in the rate during the remaining part of the season, but what with comparatively high prices at Saigon and a well-stocked market at Canton, any material change for the better is a rather remote contingency.

To load at Saigon for Philippine ports two steamers have lately found employment at rates ranging from 23½ to 24 cents per picul. At the close there seems no disposition on the part of Consignees to make further engagements.

Again nothing has been doing in the shape of chartering from Saigon to other destinations. There is no room for outsiders from Bangkok to this port, the cargoes being exclusively carried by the North German Lloyd boats and those of the new competition, the Chinese Steamship S. S. Co. The latter concern appears to have every confidence in the success of their venture, as they have just engaged for the term of six months another steamer in addition to the six now employed, and there are rumours afloat that the fleet will be further increased.

From Holo to Mof (sugar) a charter is said to have been arranged, terms being kept private.

No chartering has come in past yet from Java to Hongkong or Japan. The season is reported to be belated through heavy rains, and normal exports will not start until a few weeks hence.

From Newchwang to Canton a few charters have resulted; rates in every instance being below what was last paid. One or two more boats might be placed, but charterers are asking very further reductions, which owners for the time being will not concede.

Yungtong's lights, which looked so promising a short while ago, are now practically dead, and there is very little movement in any of the Northern trades.

Coal tonnage remains in good request, though rates are now suffering in consequence of the slackness of freights generally, and the greater supply of boats. The following fixtures are reported: Haiphong to Canton at \$1.30, Wakamatsu to Canton at \$2.50, Mof to Hongkong at \$1.10, Wakamatsu to Hongkong at \$2.20.

A 3,000 tons steamer has secured a timber freight from Rajang to this port at \$3,000 (lump sum).

Time Charters.—No w.s.s. *Fritjof* has been chartered for a short term at \$4,400 per month by Haiphong Chinese, who are still continuing their fight against the three European owners, engaged in the trade. S.S. *Dryfar*, which has secured \$5,500 per month for one year, is the best menured above as being intended for Bangkok business.

Sail Tonnage Loading or to Load.—For Baltimore and New York:—Brit. bark *Alcedo*, 2,912 tons net reg., arrived May 2nd.

Departure of Sailing:—None.

WEEKLY SHARE REPORTS.

Messrs. Erich Georg & Co. write in their Weekly Share List of 26th June:—

Business has continued rather slack during the week under review, and several stocks have weakened. The sterling demand rate of exchange on London closed at 15 9/16d, while rates on Shanghai are 15 7/8 for a Bank T/T, and 15 7/8 for a three days' sight Private Draft being 15 7/8. The rate in Shanghai is quoted 24 1/16d, and Consols 284 3/16. The Bank of England's rate of discount remains 2½ per cent, while the private market rate of discount is 1½ per cent.

Bank Shares.—Hongkong and Shanghai Bank at \$99 and \$1,000, and the market closes steady at latter rate. London quotes 294½ in the North shares at \$101½, with an exchange of 15 7/8. Nationals are unchanged.

Marine Insurance Shares.—Unions have sellers at \$340, China Traders buyers at \$351, North China buyers at 150, Yangtze buyers at \$215, and Canton sellers at \$195, but no transactions have been reported, except a small sale of Canton at \$195.

Life Insurance Shares.—Hongkong can be placed at \$145½, for small odd lots of China Life, the market closing strong with buyers at that figure.

Shipping Shares.—Hongkong, Canton and Macao Steamboat shares have been done at \$33, at which figure further shares can be placed. Indo-China, on receipt of a wire from London giving the bad result of the 1900 working, weakened at once and are nominal now at \$67, while in Shanghai the nominal rate is 15 1/2 in London the prices have dropped to 23 1/2.

For preference shares, 22½ for 100, for preferred shares. Shell Transport have buyers at \$64, for Harter ship, while London quotes sellers at 65½. 3d. for Name shares—telegraphic advices received from London states that this Company has declared a 3rd and final dividend of 2½ per share (making in all 4½ per share for 1900), and an interim dividend of 1½ on account of 1900, both dividends being payable in London on 1st July, 1900. Other stocks under this heading are unchanged but without any transaction.

Refineries.—Small lots of China Sugars have changed hands at \$140, \$137½, and \$135, and at latter rate a few more shares are wanted. Luzons are unchanged.

Mining Shares.—Charbonn

A sad harbour fatality occurred last Sunday, when the second engineer of the s.s. *Arratoon* died after meeting his death by drowning.

TWENTY Russian students and fifteen business men and journalists of Vladivostok have arrived at Tsingtao on a tour of inspection through Japan.

THE latest addition to the Register of Chemists and Druggists in Hongkong is that of Mr. George Harper, with Messrs. A. S. Watson & Co., Ltd.

OWING to the arrival at Peking of Mr. Chiroi, Mr. J. O. P. Bland has postponed his departure for Europe. It is understood that he will leave with Mr. Chiroi.

THE body of the late Mr. La Varriere, French Vice-Consul, who was accidentally drowned on May 28, has been recovered at Yanglo, says the *Bankow Mail*.

THE British cruiser *Monmouth* arrived at Nagasaki from Wei-hai-wei on the 20th ult., as well as the United States destroyers *Hatch*, *Barry*, *Chauncey* and *Dale*.

THE name of Dr. J. A. Churchill has been added to the Register of Medical and Surgical Practitioners qualified to practice medicine and surgery in Hongkong.

H. E. CHANG Chih-tung, Director General of the Yuet-Han Railway, has written to the Wai-wu-pu to inquire as to the regulations for the employment of foreign engineers.

AT the forthcoming annual meeting of the Shanghai Dock and Engineering Co., Ltd., the directors will recommend a final dividend of Tls. 21 per share, making Tls. 5 per share for the year ended April 30 last.

IN view of the complicated nature of the Sino-Japanese negotiations touching the question of Pratas Island, it is announced that Japan will shortly send a commission to the island to investigate the conditions locally.

THE local agent of the Chinese Engineering and Mining Co., Ltd., kindly informs us that the total output of the Company's three mines for the week ending 12th June amounted to 24,158.08 tons and the sales during the period to 24,433.50 tons.

RECENTLY the Waterworks Company in Peking, when digging the ground in front of Prince Kung's establishment to lay down service pipes, discovered a jade bridge measuring over thirty Chinese feet. It is reported that as it was a piece of antiquity the company decided not to disturb it without authority and the valuable bridge was again covered up.

ACCORDING to the *Asahi*, Mr. Kodama Otomatsu, said-to-be well-known explorer in the South Sea Islands, who has been recuperating at his home in Fukuoka, left Moji on Monday by the N. Y. K. S. S. *Sado Maru* for further adventures in the Celebes and New Guinea. He will then proceed to Albany, West Australia, whence he will start in search of the South Pole.

HIS Excellency the Governor has given his assent in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—An Ordinance to amend The Prison Ordinance 1891; an Ordinance to amend The Tramways Ordinance 1883; an Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers; and an Ordinance to amend The Prepared Opium Ordinance 1891.

PRINCE Kung, Anti-Opium Commissioner, has consulted the Ministry of the Interior on the possibility of affixing distinctive door-plates to houses occupied by opium-smokers. His Highness has also decided to institute inquiries as to what officials in the capital and the provinces are addicted to opium-smoking and tests will be held every three months of those officials who are reported to have the habit. It is also suggested that High Commissioners be appointed to detect the habit among high provincial officials.

THE Hoonan officials and gentry, as it will be remembered, have been opposing the Peking syndicate's right to sell coal in that province, and the dispute is awaiting settlement in Peking. In order to prevent all foreign mining enterprises, they are now endeavouring to enlist the help of Chinese residing in the South Pacific colonies, many of whom are of considerable means. They intend to send a delegate to those places to raise capital to develop mines. Add to this, they will also apply for assistance from the people of other provinces.

THE Anti-Opium Society had a procession round the streets of Peking on Friday, headed by two trumpeters, and escorted by banner bearers. There was a long string of coolies carrying old opium pipes, and opium smoking paraphernalia; also in the procession were two loads of the British American Tobacco Co.'s cigarettes. No doubt the British American Tobacco Co. can supply the Anti-Opium Society with an unlimited quantity of cigarettes for their bonfires. Drumhead and King Star are very cheap, and big blazes can be made at a small outlay of money.

A CHINESE report states that recently a Japanese imported nine sheep to Newchwang, intending to take them to East Mongolia to be crossed with the sheep there for breeding purposes. This Japanese sheep-breeding for seven years and finding sheep-breeding a profitable undertaking, returned to Japan last year, when he devoted himself to studying sheep-breeding in Japan. He has raised some capital for the enterprise, using the name of a Chinese for the venture. It appears that the value of wool exported to Japan last year amounted to over £30,000,000.

SOME eighty Chinese merchants and traders in the French Concession of Shanghai have presented a joint petition to the French Consul to try and secure reduction of rents from the landlords in view of the hard times prevailing. The *Taoisai*, whilst promising to communicate with the French Consul on the subject, repeats the statement of the French Consul representative that landlords have the right to ask for as high rentals as tenants are prepared to give and that they cannot be compelled to make reductions. He would ask them to endeavour to obtain a reduction from the landlords in a friendly way.—*N. C. D. News*.

A TELEGRAM from Mr. Matsubara, Japanese Consul at Chicago, dated the 27th ultimo to the Foreign Office in Tokyo, says:—It is reported that the tea merchants in New York believe the Senate will not agree to impose a direct duty on tea, and the tea market in America is reviving. In Chicago the tea market is ruled mainly by the demand, and is not so much affected by speculative business as in New York. Experienced tea merchants in Chicago are of opinion that the dealers will not regard confidence before the question of the imposition of duty on tea has been finally decided by Congress.

THE fiftieth anniversary celebration of the port of Yokohama was held on July 1.

ON April 1, 1908, the total strength of the Hongkong Volunteer Corps was 195, and on March 31, 1909, it was 184.

SUNDAY, the 4th inst., being the feast of Rev. Bishop Christian, a concert will be given by the Boys of St. Joseph's College at 6.30 p.m.

GRAND Councillor Chang Chih-tung proposes to appoint a Commissioner of Commerce at Hankow after the completion of the Canton-Hankow and Szechuan-Hankow Railways.

PROMINENT Tokio financiers are organising a syndicate to supply materials for the proposed railways between Canton, Hankow and Szechuan, and to assist in the work of construction.

THE Police Court is occasionally the scene of amusing incidents. Yesterday morning, an Indian residing at Kowloon quietly walked into the Court-room with a goat snugly resting in his arms.

TWELVE strokes of the birch and 48 hours' detention was awarded a Chinaman with no occupation at the Magistracy last Tuesday for assaulting a constable at Connaught Road West on Monday.

THE Ministry of Agriculture, Industry and Commerce has decided to hold large industrial exhibitions at Hankow, Tientsin and Shanghai and to report on the subject will shortly be made to the Throne.

UNLESS the Viceroy in Tientsin recovers from his illness on expiration of his leave, the Government will appoint President Tieh Liang as Acting Viceroy on account of the great importance of the post.

DURING 1908 three members of the Hongkong Junior Corps died, 5 were struck off the strength (having left the Colony) and 76 resigned (on medical certificate, 34 on leaving the Colony and 42 in the Colony).

A SEVERE thunderstorm swept over Central Hongkong on the afternoon of the 17th ultimo, Kobe receiving the tail end of it. At Tatsuen, near Himeji, and Miyazu, near Maikuru, the storm was accompanied by a heavy shower of hail.

As the opium prohibition measures are deemed to have been carried out in Shanghai with much success, the Government proposes to order all the provinces to adopt the regulations in force in that province for suppressing opium smoking.

FIFTY dollars was the fine imposed at the Police Court last Tuesday on Chan Kau, a boatman, for making fast to the s.s. *Zephyr* whilst under way on Monday. Another boatman was fined \$1 for anchoring his boat within the limits of the Southern Railway.

ACCORDING to the Bailiff of the Supreme Court was brought up in the Police Court yesterday morning on three charges of accepting bribes from sub-tenants of various houses to allow them to remove their furniture. Bail was allowed in the sum of \$200 and the case was remanded.

THE body of Mr. James Earnshaw, second engineer of the steamer *Arratoon*, was recovered in the harbour, near Hung Shing Bay, in an early hour last Wednesday morning. It will be remembered, Mr. Earnshaw went out in a swim on Sunday and was drowned. The funeral took place the same evening.

A GENERAL meeting of the Osaka Spinning Company held on the 15th ultimo adopted a proposal to pay a dividend for the half-year just closing at the rate of 11 per cent. per annum, and also a proposal to increase the capital by ¥1,250,000 (the existing capital in ¥3,500,000) for the purpose of extending the weaving industry.

IN regard to the proposed improvement of telephones in Peking, it is stated that the plan is to purchase a new plant from America, install 3000 telephone apparatus inside and outside the Wall, and gradually increase them to 6,000. The accommodation can be increased to 12,000. The work will be completed at the end of next year.

THE annual report of the Pacific Mail Steamship Company, issued on May 21st, shows gross earnings of \$4,661,994, expenses \$4,675,732, leaving net earnings of \$12,262, which is turned into a deficit of \$3,968, after making allowance for depreciation and like charges. In 1907 the deficit was \$428,817. The retiring directors were re-elected.

ACCORDING to a Chinese report—the Chinese Resident at Lhasa has reported to the Government the return of the *Salutary* to Tibet, and that neither the British nor Russians have taken any unusual steps to affect the situation. The Resident also reports that the Paoshan Lama is exceedingly loyal and submissive to China, and the Government should therefore bestow favours on him to strengthen his loyalty to the Empire.

ANOTHER development has taken place in regard to the Shanghai Alhambra. A warrant has been issued for the arrest of the Chinaman who for some time past has operated the roulette wheel there, and now it seems for an opportunity to arise for the police to put the warrant into force. Although at present it is very early to judge of the effect of this step it promises to effectively check the employment of Chinese for this purpose in future.

THE keels of four battleships of the *Dreadnought* type have been laid down at the Russian Naval Yard on the Baltic. These ships are in the names *Petrovskiy*, *Pollava*, *Favstopol* and *Lendogost*. They will each be equipped with ten 12-inch guns, tonnage will be of 25,000 tons displacement, 6.8 feet in length, and 4 feet in width, and will have a speed of 20 knots. They are expected to be completed in three years, and to be an improvement on the warships now being built in other countries.

THE following rule of court under date June 19th has been promulgated by Mr. Wilder, the American Consul-General, in Shanghai, in his judicial capacity:—Admission to practice as Attorneys-at-law in the United States District Court at Shanghai shall hereafter be granted only to persons admitted to practice as Attorneys-at-law in the United States Court for China. Foreign practitioners having permission to appear in the U.S. Court for China shall be granted the same privilege to this Court. (Signed) T. C. White, Clerk of Court.

As reported recently in our columns, petroleum oil has been discovered in a well at Mori-mura, near Oishi Station on the Hanshin Electric Railway. On the 18th ultimo Mr. Matsubara, of Kobe, made an application to the Osaka District Mining Office for a charter to carry out a trial working of the petroleum deposit within a space of about 1,000,000 tubos, of land comprising the villages of Tokahama, Tokana, and Shinohara in the vicinity of Mori-mura, where the oil was found. Mr. Ogawa, of Nishinada, has also made a similar application for a charter over 350,000 tubos of adjoining land.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE PERCENTAGE QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$14,500,000 \$250,000	\$2,006,254	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/81 = \$36.024	5 1/2 %	{ \$1,010 buyers { London 495
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1905	7 1/2 %	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$23,757 \$11,000 \$15,000	none	\$14 for 1907	7 1/2 %	\$105 sellers
North China Insurance Company, Limited	10,000	£15	£8	{ Tls. 150,000 Tls. 303,747 Tls. 118,277 \$9,000,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 108 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$9,000,000 \$101,148 \$101,148 \$101,148	\$2,464,321	{ Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	\$837 1/2 sellers
Yangtze Insurance Association, Limited	12,000	\$200	\$60	{ \$1,000,000 \$394,425 \$100,000 \$100,000	\$707,637	\$12 and bonus \$3 for 1907	7 1/2 %	\$230
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$2,000,000 \$438,668 \$18,000	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$111 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,435,173	\$368,711	\$27 for 1907	8 %	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$21	{ \$7,000 \$20,000 \$20,000	\$1,035	\$1 for 1906	7 %	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000	Nil.	2 1/2 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$60,000 \$607,500 \$79,428 \$35,344 \$10,000	\$20,379	Final of 1 1/2 making 5 1/4 for 1908	7 1/2 %	\$33
Panama-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £2,400,000	£15,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	4 %	\$66
Do. (Deferred)	60,000	£5	£5	{ £2,400,000	£15,755	Final of Tls. 1 1/2 making Tls. 3 1/4 for 1908	7 1/2 %	{ Tls. 51 sellers { Tls. 531 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 75,000 Tls. 75,000	Tls. 14,510	Second interim of 1/- for a/c 1908	7 %	{ Tls. 531 buyers { 61/- ex div.
Shell Transport and Trading Company, Limited	2,000,000	£1	£1	{ £100,000 £15,000 £48,811	£61,817	{ \$1.00 for year ending to 4.1909 \$2.50	3 1/2 %	\$16
Star Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 481,479 Tls. 44,100 Tls. 8,000 Tls. 7,000	\$3,121	Final of Tls. 1 1/2 making Tls. 2 1/4 for 1908	7 1/2 %	\$15 1/2
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 98,000 Tls. 481,479 Tls. 44,100 Tls. 8,000 Tls. 7,000	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/4 for 1908	7 1/2 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$100,000 \$56,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$140 sellers
Szechuan Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	Dr. \$15,833	\$3 for 1897	...	\$15 sellers
Yarak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 9,171	Tls. 3 1/4 for year ending 31.3.08	...	Tls. 263 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 £1,239,045	£11,556	{ Interim of 1/8 (coupon N. 12) for year ending 29.2.09	7 %	Tls. 184 sellers
Rub Australian Gold Mining Company, Limited	150,000	£1	18/10	{ £1,000,000 £4,871	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$9 sellers
DOCKS, WHARVES, & GODOWNS.								
Swire (Coolies) & Co., Limited	18,000	\$25	\$25	{ \$450,000	Dr. \$7,421	\$1.75 for year ending 31.12.08	...	\$1
Hongkong & Kowloon Wharf and Godown Co., Ltd.	50,000	\$50	\$50	{ \$5,000,000 \$50,806 \$50,000	\$50,102	Final of \$1 1/2 making 5 1/4 for 1907	...	\$57 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$5,000,000 \$57,192 \$50,000	\$57,778	Final of \$4 making \$8 for 1907	12 1/2 %	\$68 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 2,000,000	Tls. 23,749	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 1/2 %	Tls. 81
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	{ Tls. 607,857 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 163
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$10,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	3 1/2 %	Tls. 104 sales
Latouche & Co., Limited (Shanghai)	30,000	\$15	\$15	{ \$450,000 \$450,000	Dr. \$4,134	\$2 1/2 for year ending 30.6.07	...	\$19
Central Stores, Limited	50,121	\$50	\$50	{ \$2,506,051 \$49,975 \$10,000	\$24,611	\$1.20 on old and 60 cents in first new issue	...	168 ex m.f.b.
Hongkong Hotel Company, Limited	8,000	\$50	\$25	{ \$400,000 \$15,000	\$39	Final of \$3 making \$6 for 1908	6 1/2 %	\$38 b. new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 \$213,171 \$48,811	\$46,475	Final of \$3 1/2 making \$7 for 1908	6 1/2 %	\$21 buyers
Empire Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$48,811	\$5,486	60 cents for 1908	5 %	\$30
Whitson Land and Building Company, Limited	6,000	\$50	\$50	{ none	\$28	\$1 1/2 for 1908	...	Tls. 120 buyers
Szechuan Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 320,000	Tls. 142,404	Final of Tls. 3 and bonus 4 Tls. 1 making Tls. 8 for 1908	6 1/2 %	Tls. 133
East Point Building Company, Limited	12,500	\$50	\$50	{ none	2,968	Final of \$2 making \$4 for 1908	8 %	\$461 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,000	Dr. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 133
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 \$30,000	\$9,551	50 cents for year ending 31.7.08	6 %	\$84 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000	Tls. 8,372	Tls. 6 for year ending 30.6.08 (8%)	...	Tls. 88 sellers
Sen-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 4,839	Tls. 4 for 1908	...	Tls. 109 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 200,000	Tls. 15,911	Tls. 5 for 1908	...	Tls. 375
MISCELLANEOUS.								
Asahi Asbestos Eastman Agency, Limited	8,604	12 1/2	12 1/2	{ £1,100 \$40,000	£64	1/10 per share for 1907 = 1.037	10 %	\$104
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 \$720,000	£64	\$1.20 or 1908	8 %	\$144 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000	\$61,138	50 cents for year ended 28.2.06	8 1/2 %	\$7 sales
Do. special shares	50,000	\$10	\$10	{ none	\$61,138	80 cents for 1908	8 1/2 %	\$60 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$1,250,000	\$3,407	\$1.30 for year ending 31.7.08	7 1/2 %	\$164 buyers
Jui-yee Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$8,000	\$48	Final of 50 cents making 90 cents for 1908	10 %	\$90 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$12,000	\$3,750	75 cents for 9 months ending 31.12.07	8 1/2 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$5,000	\$351	\$2 for year ending 29.2.09	9 1/2 %	\$21 buyers
Hall & Hoitz, Limited	21,000	\$20	\$20	{ \$420,000	\$12,211	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$195	Final of \$15 per share making \$49 for 1908	12 1/2 %	\$155 sellers
Hongkong Ice Company, Limited	5,000	\$15	\$15	{ \$75,000 \$20,000	\$7,616	Final of \$1 per share making \$2 for 1908	8 1/2 %	\$21
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$20,000	\$5,190	2nd Quarterly div. of Tls. 1 1/4 for account 1909	4 1/2 %	Tls. 1,085
Indo-China Paper Co., Ltd.	25,000	Gs. 100	Gs. 100	{ Tls. 62,500 Tls. 62,500	Tls. 116,122	{ 80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.6.09	6 %	{ Tls. 31 buyers { \$18
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000	\$201	None	3 %	\$18
Peak Tramways Company (new)	50,000	\$10	\$10	{ none	Pa. 18,640	Final of Tls. 4 making Tls. 7 1/4 for 1907	6 1/2 %	Tls. 113 sales
Whitson Land and Building Company, Limited	75,000	\$10	\$10	{ none	Pa. 18,640	Final of Tls. 4 making Tls. 7 1/4 for 1907	6 1/2 %	Tls. 113 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 6,003	Final of Tls. 4 making Tls. 7 1/4 for 1907	6 1/2 %	Tls. 113 sales
Shanghai-Samatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 166 sales
Shanghai Waterworks Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000	Tls. 5,250	Final of 3/- making 4/- for 1908	...	Tls. 415 buyers
North China Moring Post, Limited	16,150	£20	£20	{ Tls. 420,000	Tls. 23,038	None	...	Tls. 415 buyers
South Laundry Company, Limited	6,000	\$15	\$15	{ none	Dr. \$56,502	40 cents for year ending 31.5.08	8 %	\$5 buyers
Union Waterworks Company, Limited	30,000	\$5	\$5	{ none	\$236	Tls. 61 for year ending 30.4.07	...	Tls. 94 buyers
Union Waterboat Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 200,000 Tls. 4,000	Tls. 201	60 cents for year ending 31.12.07	5 %	\$11 buyers
Wai-Asbestos Oriental Agency, Limited	20,000	\$10	\$10	{ \$200,000 \$5,000	\$1,360	{ 80 cents on 9,000 ord. shares and \$10.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13 sales
Wai-Asbestos Oriental Agency, Limited	20,000	\$10	\$10	{ \$200,000 \$5,000	\$1,360	Final of 30 cents for 1908	6 1/2 %	\$8.70
William Powell, Limited	1,000	\$7	\$7	{ none	\$3.95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers